A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2355 EIGHTEENTH STREET
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS

AN INTERNATIONAL UNION

AFFILIATED WITH A. F. OF L.

PACIFIC COAST HEADQUARTERS
1716 SEVENTH STREET
OAKLAND, CALIF.

TEL. TWIN OAKS 0894

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER
217 WEST 125TH STREET, NEW YORK

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT

January 7, 1944

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York 27, N. Y.

Dear Chief:

I held the conference with the Southern Pacific on the raise and they were agreeable to going along with the non-operating settlement. However, the Government had just taken over the roads and since it was no definite settlement we agreed to wait until there was a definite settlement. Therefore, as soon as the matter is finally determined send me the information by wire, so that, I can put it before the Southern Pacific.

I will carry out instructions on the tax but I must say that I am sorry you did not make it more. The tax should have been twenty-two dollars ($22) rather than twelve dollars ($12). It is surprising how many men have expressed themselves as being surprised that the tax was so small in view of the amount of back pay that seems to be involved.

I have contacted the Western Pacific and pointed out to them that since we had already negotiated over a period of several months and had tentatively agreed on an agreement that I suggest that we take up where we left off and see if the matter could be determined. I will keep you informed of developments.

By the way, you have promised quite a number of people, on the coast, that you would visit us early this year. You have set the time all the way from February to April, so, I think you will have to go through with it. So, how about coming on out as soon as the raise is determined and spending a little time in God's country?

Fraternally yours,

C. L.

C. L. Dellums, Supervisor
Pacific Coast Zone

CLD:gw

C.L. Dellums

January 10, 1944

Mr. C. L. Dellums
4th International Vice President,
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C. L.:

Thanks a lot for your letter of January 7th informing me of your meeting with the Southern Pacific on the rules. It is fine that they have agreed to comply with the settlement.

About the amount of the tax I agree with you that it is small but I wondered about making it larger inview of the total cost to new men.

It is good that you got the Western Pacific to know that you will take up where you left off on the negotiation of the contract.

I will let you know when I plan to come to the Coast. I guess I will make it sometime in March.

Fraternally yours,

A. Philip Randolph
International President

APR:hm

af:ce
33078

January 17, 1944

Mr. C. L. Dellums
Second International Vice-President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C. L.,

Kindly advise Brother [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] to have about two days [illegible].

I am looking forward to seeing you in Chicago.

Fraternally yours,

A. Philip Randolph
APR:BS International President

Dictated but not read

AF/ec
ENCL

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

January 19 1944

To [illegible]

Care of or Apt. No. 1710 [illegible] Street

Street and No. [illegible], Pennsylvania

Place

CONTINUE TO TRY TO GET REPRESENTATIVES TO ATTEND MEETING OF INTERNATIONAL OFFICERS IN CHICAGO FEBRUARY 1st and 2nd SINCE THERE ARE OTHER PROBLEMS OF ORGANIZATION THAT WE NEED TO TAKE UP

A PHILIP RANDOLPH

1152

Sender's Name

Address

Tel. No.

Dellums

2781

WESTERN UNION

(32)

DUPLICATE OF TELEPHONED TELEGRAM

FA157 19=OAKLAND CALIF 19 1125A

A PHILIP RANDOLPH=

217 WEST 125 ST NYK=

CANNOT GET RAILROAD RESERVATIONS AND IN VIEW OF WAGE SETTLEMENT WOULD SUGGEST THAT MEETING OF INTERNATIONAL OFFICIALS BE POSTPONED=

C L DELLUMS.

Mon 2-5080

DELLUMS.

HH (RB)

341	327P	MAILED

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2355 EIGHTEENTH STREET
DETROIT, MICHIGAN

BROTHERHOOD
of
SLEEPING CAR PORTERS

AN INTERNATIONAL UNION
AFFILIATED WITH A. F. OF L.
PACIFIC COAST HEADQUARTERS
1716 SEVENTH STREET
OAKLAND, CALIF.
TEL. TWIN OAKS 0894
440

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER
217 WEST 125TH STREET, NEW YORK

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT

January 19, 1944

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York 27, N. Y.

Dear Chief:

I just sent you a wire suggesting that the proposed meeting of the International Officials, to be held in Chicago February 1-2, 1944, be postponed. Now that the wage increase matter has been settled, the railroads returned to private control, I think the most important features of your call are eliminated. Now that the wage matter is settled, I think we are needed in the field, right now, for the purpose of putting over the tax. In order that every Brother knows about the tax before he gets the raise I want to send every Brother in my zone a letter and that will require some time. I also want to send every non-member in my zone a letter telling him about the raise and urging him to join the organization immediately. I think this is the most important work for us to do right now and we could meet for a check up, on the tax in order to tell where it is not being properly paid and go into the Car Cleaning matter, about the first of May.

In planning anything in the East, right now, I have to have about a two months notice in order to get reservations. Our trains are sold out for about six weeks. The best I can do now is to get on the waiting list for cancellations and the list looks to have about a hundred people ahead of me. This means that I may not be able to get there so I, therefore, think it would be best to postpone the meeting so that I can be certain to attend.

Fraternally yours,

C. L.

C. L. Dellums
International Vice-President

CLD:gw

Dellums

January 25, 1944

Mr. C. L. Dellums,
Fourth International Vice-President,
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C. L.:

I keenly regret that you cannot get accommodations to Chicago in order to be present at the conference, February 1st and 2nd. I hope you will continue to try and that you may secure something after cancellations.

I agree with you that we have to concentrate on the collection of the tax. We plan to do so. I think it is a good idea to send to every non-member on the zone a letter, telling him of the raise and urging him to join the Organization.

Fraternally yours,

A. Philip Randolph
International President

APR:RB

af/co
23076

ellum

January 26, 1944

Mr. C. L. Dellums
4th International Vice-President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C. L.:

Should I write Mr. J. G. Torian, Manager of the Southern Pacific Company and also the Western Pacific Railroad Company for a conference so that you can negotiate for the recent wage increase for non-operating employees or have you already gone in on this?

Fraternally yours,

A. Philip Randolph
International President

APR:ba

af:oe
22076

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
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3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT

March 4, 1944

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York City

Dear Chief:

Enclosed is a copy of the Southern Pacific settlement on the wage matter. As you will recall, when we served notice on them for a raise, they would not accept on the grounds that we could not open our agreement before July 1, 1943. They, therefore, refused to grant us back pay beyond that date. I happen to know that there were some other agreements in effect with the Southern Pacific that had the same stipulation and they could not go beyond the stipulated date so I saw no reason to hold up ours and therefore accepted the enclosed. I had anticipated this and had warned our Chair Car Porter representatives. Therefore, everyone is satisfied. Chair Car Porters will have eight month's back pay since the new rate becomes effective March 1, which will give them an average of $200 each in back pay.

You will find enclosed also copy of letter received from Kelly Foster in Portland. I checked on this with some of the porters from Portland, who operate into here, and found that the NAACP sent Strong, their secretary, to Seattle on NAACP business. B. Johns, President of our Portland Division, runs to Spokane and apparently Strong got together with him on a meeting to be held in Portland. Portland of course is not on the Spokane to Seattle route at all. So, Strong went way out of the way in order to visit Portland. So, apparently, they not only ignored Kelly Foster but several of the good Brotherhood men who were in town. I have not seen anyone who attended any of the meetings, therefore, I do not know what Strong talked about. I also understand that there were a number of ladies in the meetings.

The men in Los Angeles and Oakland are paying their tax right along and our drive is underway for new members and we are also seeing some results from it. I have not heard from the other divisions yet and it might be advisable to pay them a visit on account of the tax and the membership drive. Of course if you still plan on visiting us in April, I could wait until then since I will join you in the northern part of the zone.

Fraternally yours,

C. L.

C. L. Dellums, Supervisor

Dellums

March 10, 1946

Mr. C. L. Dellums
4th International Vice-President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C. L.:

Permit me to thank you for your letter of March 4th and also copy of Agreement with the Southern Pacific. I think you were right in signing up with the Southern Pacific.

I plan to come to the Pacific Coast. I shall send you my Itinerary in a few days. Therefore, I would not plan to take a trip in the north until time to meet me there.

No doubt you will hear what Brother Strong had to say on his trip to Portland.

Fraternally yours,

A. Philip Randolph
International President

APR:hm

af:cc
23076

A. Philip Randolph
International President

Milton P. Webster
1st International Vice-President
4231 South Michigan Avenue
Chicago, Illinois

Bennie Smith
2nd International Vice-President
2355 Eighteenth Street
Detroit, Michigan

BROTHERHOOD of SLEEPING CAR PORTERS

AN INTERNATIONAL UNION

Affiliated with A. F. of L.

Pacific Coast Headquarters
1716 SEVENTH STREET
OAKLAND, CALIF.

Tel. Twin Oaks 0894

Ashley L. Totten
International Secretary-Treasurer
217 West 125th Street, New York

E. J. Bradley
3rd International Vice-President
11 North Jefferson Street
St. Louis, Missouri

C. L. Dellums
4th International Vice-President

March 28, 1944

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York 27, N. Y.

Dear Chief:

Received your new itinerary today and thought it advisable to call your attention to some conditions which you will face by the change. First, you will arrive in Oakland on the 21st, the same day of the Mass meeting. Which means, you will have to make your reservation on the early morning train, leaving Portland on the 20th, in order that we will have a better chance of getting in on time for the meeting. I would be afraid to take a chance on the "Cascade", with trains running late, we might get stuck. However, the train leaving there on the morning of the 20th is due in Oakland early the morning of the 21st, so, that one ought to get us here in plenty of time.

Next, I notice you scheduled your public meeting in Salt Lake City on the 9th, which means that you would have to leave Los Angeles on the "Pacific Limited" at 7:30 A. M. June 8. Then, if you leave Salt Lake on June 10, for the meeting in Denver June 11, you will have to leave Salt Lake on an early morning train on the 10th. This would only give you about twenty-four hours in Salt Lake.

One other matter I wish to call to your attention; you promised the Tucson Chair Car Porters that you would visit them and they are certainly looking forward to it. They are building around your expected visit. The women have organized an auxiliary and have sent one of their Sisters to Los Angeles to confer with Sister Murray in order to understand our set-up. Might drop this thought with you; there are about fifty porters in Tucson and also there are some Pullman Car Cleaners there. A visit there would be far more profitable than a visit to Salt Lake. I would think it advisable to skip Salt Lake this time and make Tucson and El Paso. After thinking this over let me have your reactions at your earliest convenience.

Fraternally yours,

C. L. Dellums -MD

C. L. Dellums
International Vice-President

CLD:gw

Dellums

April 8, 1944

Mr. C. L. Dellums, Third Int'l Vice-President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C. L.:

Thanks for your letter concerning the itinerary and your suggestion that I visit Tucson in the interest of the chair car porters. Since I have planned the itinerary as it is, I imagine it would be almost impossible to go to Tucson on this trip.

I am glad you indicated the time that it takes from Portland to Oakland and from Salt Lake City to Denver and from Los Angeles to Salt Lake City. I have planned to leave Los Angeles on the 7th instead of the 8th so that I will be able to take the Los Angeles Limited to Salt Lake City.

Now, I have planned to go to Spokane, Washington before going to Seattle, so I wish you to meet me in Spokane on the 10th, and we leave there on the 11th for Seattle, where we will be the 12th, 13th, 14th, 15th, and will leave on the 15th for Portland, and will be there the 16th, 17, 18th, 19th and will leave on the 19th for Oakland, and therefore we will not have to leave so early in the morning. We will be in Los Angeles from May 27th to June 7th.

I am awfully sorry that I cannot go to Tucson. How far is it from Los Angeles? It may be possible that we may be able to make a trip there during the couple of days we are in Los Angeles. Write me about this.

Fraternally yours,

A. Philip Randolph
International President

APR:BB

WESTERN UNION

A. N. WILLIAMS PRESIDENT
NEWCOMB CARLTON CHAIRMAN OF THE BOARD
J. C. WILLEVER FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

...following telegram, subject to the terms on back hereof, which are hereby agreed to

Apr 22

Mrs. C. L. Dellums
...g or Apt. No. 1716 Seventh Street
...et and No. Oakland, Calif.
Place

KINDLY ADVISE WHAT YOU THINK ABOUT MY RUNNING FOR CONGRESS FOR NEW YORK I AM BEING URGED BY THE CITIZENS TO RUN IF ELECTED I WOULD NOT RELINQUISH MY DUTIES IN THE BROTHERHOOD UNDERSTAND FROM TALKING TO VARIOUS PEOPLE WHO ARE FAMILIAR WITH THE WORK OF CONGRESS THAT IT WILL NOT REQUIRE ME TO GIVE UP MY RESPONSIBILITIES AND DUTIES IN THE BROTHERHOOD THAT IT WILL HELP OUR MOVEMENT

A. PHILIP RANDOLPH

Brotherhood of Sleeping Car Porters

Tel. No.

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2355 EIGHTEENTH STREET
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
AN INTERNATIONAL UNION
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1716 SEVENTH STREET
OAKLAND, CALIF.
TEL. TWIN OAKS 0894

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER
217 WEST 125TH STREET, NEW YORK

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT

440

April 12, 1944

Mr. A. Philip Randolph, International President
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York, New York

Dear Chief:

Just received yours of the 8th. I wondered why you were going to Seattle first when it was apparently easier to stop off at Spokane on the way. Now I am wondering what time you will get into Spokane on the 10th. It seems to me that the train doesn't get in there until night, and too late for a meeting, since it is due in Seattle early the following morning. I think we would take that same train the night of the 11th for Seattle. The trains have been slowed down since you were out here last and I think you had better check this to make certain of your time because our plans in Spokane, Seattle and Portland will have to be changed in accordance with yours of the 8th.

I understand that the Los Angeles Limited leaves about 5:30 PM and gets into Salt Lake City the following day at 5:30 PM which would be alright for a meeting that night. Then you could have a membership meeting the following day because I understand your train would leave Salt Lake at 6:30 and put you in Denver the next morning at 10:30. This would mean that you still would not have to leave Los Angeles then until June 8th.

It would be swell if we could leave Los Angeles Saturday, June 3rd at 5:30 PM on the "Californian" for Tucson arriving there the following morning at 8:10 and then we could leave Monday night the 5th getting back into Los Angeles the morning of the 6th. This arrangement would be swell but I don't think it could be made. First I am not sure yet but I think the March on Washington group is planning on June 4th then secondly they are returning soldiers from the South Pacific for furlough after two years service down there and therefore have limited civilian traveling to what they consider absolutely necessary travel. I haven't been able to secure transportation up north to meet you yet but am expecting to. No reservations are made out here for more than thirty days so I doubt very seriously that it would be possible to make a side trip to Tucson. We may be able to get there but Tucson being an intermediate point, the trains are all filled when they get there and a Pullman would almost be impossible; there is a possibility of not being able to get on the train at all. So if you weren't going on through to El Paso then to Denver I guess you will have to leave it off this time but the boys are going to be disappointed.

Fraternally yours,
C. L.
C. L. Dellums
International Vice-President

CLDFaap

P.S. By the way Chief, just another thought. There is a train leaving Seattle at two something in the afternoon that carries a parlor car and I think we could ride that to Portland getting in that night about 8:30. on the 15th

CLD. C. L.

WESTERN UNION

TB55 NL=OAKLAND CALIF 13

A PHILLIP RANDOLPH=

217 WEST 125 ST NYK=

I THINK YOU OUGHT TO ENTER THE RACE FOR CONGRESS AND I HOPE YOU ARE ELECTED IF YOU THINK IT ADVISABLE TO CANCEL THE PACIFIC COAST TRIP IT WILL BE ALL RIGHT BUT LET ME KNOW BY MONDAY=

C L DELLUMS.

DELLUMS.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Dellums

2

April 14, 1944

Mr. C. L. Dellums
4th International Vice-President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C. L.:

Thanks for your telegram. May I say that I do not [illegible] to [illegible] my [illegible] to the [illegible] [illegible]. You will not [illegible] [illegible] by running for Congress if I decide to do so.

Fraternally yours,

A. Philip Randolph
International President

APR:[illegible]

[illegible]
[illegible]

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
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BROTHERHOOD of SLEEPING CAR PORTERS
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ASHLEY L. TOTTEN
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217 WEST 125TH STREET, NEW YORK

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3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT

April 20, 1944

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York 27, N. Y.

Dear Chief:

I just received copy of Brother Totten's letter "To All Secretary-Treasurers," instructing them to lay-off or designate someone to lay off for a period of two weeks for the purpose of collecting the tax. Now, I do not think this letter should have been sent out and I think another letter should go to the Secretary-Treasurers canceling this letter and telling them that the matter is in the hands of the zone supervisor and that he, the zone supervisor, will notify them if he, the zone supervisor, deems it advisable for someone in that district to lay off. I think this should be done because there are some small districts where it will not be necessary for the Secretary-Treasurer to lay-off. On the other hand, the men are paying the tax every payday and by the time the back pay is paid many more will have paid and there will be districts where the men wont justify the laying off of the Secretary-Treasurer. Then thirdly, the International Vice-President in charge of the zone knows the runs that the Secretaries are on and could, therefore, direct the number of trips that he lay-off so that there would be no loss time or bills for such time presented to the organization. For instance, the Secretary of our Seattle division operates on a six day assignment, therefore, he could lay-off two trips which would be twelve days plus the layover from the previous trip will give him sufficient time.

Now, if Totten's letter went to all of the Secretaries, what about a place like Spokane? We only have about fifteen members there and I understand that most of them have already paid their tax, therefore, by the time the back pay is paid there will no doubt be only one or two men left. Then on the other hand, the secretary is operating on a eight day assignment and would, therefore, have to lay-off for sixteen days rather than just two weeks. If the zone supervisor knows the zone, he is certainly in better position to direct this proposition. Then there is still another angle; you are fixing to make a tour and a great majority of the porters will pay their tax before you get there which means that if the back pay is not paid before then, it might not be necessary for anyone to lay off in my zone. At the present time I am confident that

Spokane will not need it and I think your trip will possibly remove Seattle and Salt Lake also. So you see, we will be wasting money to have all the Secretary-Treasurers lay-off regardless to the condition existing at the time the back pay is paid.

Fraternally yours,

C. L. Dellums

C. L. Dellums
International Vice-President

CLD:gw

Dellums

April 20, 1944

Mr. C. L. Dellums
Fourth International Vice-President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C.L.:

Thanks for your letter of April 18th commenting on my itinerary and suggesting that we go to Tucson. I guess we will have to leave Tucson out this time, as well as El Paso. I hope that you are planning to be in Spokane on the 30th, so that if anything happens to prevent me from getting there on time because of slow trains, then the meeting can go on just the same.

I suppose that it will be well for you to write Brother Soares to get reservations for me to Denver, and I will write Denver to make reservations for me from Salt Lake City to Denver at about 8:30 P. M. Traveling is quite a problem now, and you have to begin to plan sometime ahead.

Fraternally yours,

A. Philip Randolph
International President

APR:RB

af/cc
23076

Dellums

May 8, 1944

Mr. C. L. Dellums
4th International Vice-President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C. L.:

Your letter concerning Totten's letter to the local divisions advising that one porter be taken off the road to collect the tax when the back pay is given the men received. I think your observations are quite correct and sound. I advised Brother Totten to send a letter to all the divisions telling them the Zone Supervisor has sole authority in determining when any porter shall get off the road in any division to collect the tax when the back pay is given them. You are right, the wholesale payment of men to collect the tax all over the country would be entirely too expensive and definitely unwise.

I am looking forward to seeing you in Spokane on the 10th.

Fraternally yours,

A. Philip Randolph
International President

APR:bm

af:ce
23076

Dellums

May 29, 1944

Mr. C. L. Dellums, 4th International Vice-President
Brotherhood of Sleeping Car Porters
1716 - 7th Street
Oakland 7, California

Dear Mr. Dellums:

I want to advise that you send out notices to all of your Local Divisions informing and advising them of the necessity to hold their biennial local election according as the constitution provides beginning in the month of June.

Fraternally yours,

A. Philip Randolph
International President

APR:aap

A. Philip Randolph
International President

Milton P. Webster
1st International Vice-President
4231 South Michigan Avenue
Chicago, Illinois

Bennie Smith
2nd International Vice-President
2355 Eighteenth Street
Detroit, Michigan

BROTHERHOOD of SLEEPING CAR PORTERS

AN INTERNATIONAL UNION

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Ashley L. Totten
International Secretary-Treasurer
217 West 125th Street, New York

E. J. Bradley
3rd International Vice-President
11 North Jefferson Street
St. Louis, Missouri

C. L. Dellums
4th International Vice-President

June 21, 1944

Mr. A. Philip Randolph, International President
Brotherhood of Sleeping Car Porters
3456 State Street
Chicago, Illinois

Dear Chief:

I am wondering if you remembered to write Totten advising him to send the checks we agreed upon while in our zone. They were J. E. Brown, Oakland, $50.00, Armstrong and Soares, Los Angeles, $100.00 each also Los Angeles Division $68.80, national expense, during your trip. As you know, Los Angeles will have a terrific telegraph and telephone bill. You might also advise Totten to pay them when they are sent to him.

Also please file our Western Pacific case with the National Mediation Board claiming that we are unable to reach an agreement on the schedule of rules because the company stalls and does not negotiate in good faith.

Also please write Mr. J. G. Torian, Manager, Southern Pacific Company (Pacific Lines), 65 Market Street, San Francisco, 5, California, asking for a conference for the purpose of negotiating a rule covering vacations for the chair car porters, maids, and also for the purpose of negotiating some changes in some of the existing rules of the present agreement. As you know we accepted the grievance rules in the Southern Pacific agreement with an understanding if they did not work out satisfactorily we would return to change them. I think the people in the general office will recommend that the rules be changed to the same type we have with the Pullman Company, so I want to try anyway. I have never liked our grievance rules and want to try to change them to comply with our grievance machinery in the Pullman contract.

Fraternally yours,

C. L.

C. L. Dellums
International Vice President

CLD:aap

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2355 EIGHTEENTH STREET
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
AN INTERNATIONAL UNION
AFFILIATED WITH A. F. OF L.
PACIFIC COAST HEADQUARTERS
1716 SEVENTH STREET
OAKLAND, CALIF.
TEL. TWIN OAKS 0894
440

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER
217 WEST 125TH STREET, NEW YORK

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT

Dellums

June 22, 1944

Mr. A. Philip Randolph, International President
Brotherhood of Sleeping Car Porters
3456 South State Street
Chicago, Illinois

Dear Chief:

Enclosed you will find copy of letter a woman passenger wrote one of our porters and also copy of the letter she wrote the Pullman Company.

I thought they would be nice to run in the Black Worker therefore, I am sending them to you.

Enclosed you will find telegram received from Attorney Oliver of Salt Lake City which is self-explanatory. By the way, our local council here was set up May 25, nearly a month ago and still we haven't heard from your Ann Arnold Hedgeman. I hope I don't have to ask you where you found this dame.

I hope the Non-Partisan Political Conference turns out to be as successful as you want it to be.

We are enclosing letter received from the Vallejo committee on inter-racial affairs which is self-explantory. However, I think it would be well for Mrs. Hedgeman to contact this group and have them work for the permanent FEPC on their own in Vallejo.

Fraternally yours,

C. L. Dellums

C. L. Dellums
International Vice-President

CLD:aap
encls. - 4

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

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1ST INTERNATIONAL VICE-PRESIDENT
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C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT

Dellums

July 15, 1944

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York City

Dear Chief:

Just a word to call your attention to my communication of June 21; in this communication I requested that you file our Western Pacific case with the National Mediation Board and also that you write the Southern Pacific, asking for a conference for the purpose of negotiating a rule covering vacation and also certain changes in the Agreement.

Since I did not hear from you on the matter I thought I had better call your attention to it.

Fraternally yours,

C. L.

C. L. Dellums
International Vice-President

CLD:gw

Dellums

July 20, 1944

Mr. C. L. Dellums
4th International Vice-President
1716 Seventh Street
Oakland, California

Dear C. L.:

Find enclosed copy of letter which is self-explanatory. I had a talk with Mrs. Anna A. Hedgeman about keeping in touch with the local councils and she explained that she was so burdened with work that she was not able to do this immediately, but they are now keeping in touch with them. I hope you will stimulate the one in Oakland to raise all the funds it can because we need money.

Our own Partisan Political Conference in Chicago, June 25 & 26 was quite a success.

I will have Miss Hedgeman to contact the group in Vallejo. I had fotten to send the check to Brother Soares, Armstrong and Brown and also money for the telegraph bill.

Fraternally yours

A. Philip Randolph
International President

APR/lj
Dictated but not
read

Dellums

August 9th, 1944

Mr. C. L. Dellums
4th International Vice-President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C.L.:

Find enclosed copy of letter which is self-explanatory. Will you kindly send me the specific changes you plan to negotiate so that I may submit them to the Southern Pacific Company as requested in this letter or I will advise Mr. Fenton that you will submit said proposals at an early date. Which ever you want me to do, kindly let me know at your earliest convenience.

Fraternally yours,

A. Philip Randolph,
International President

APR:dlj
[illegible]
[illegible]

enc.

August 17, 1944

Mr. C. L. Dellums
4th International Vice-President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C.L.:

Send me all of the authorization cards of the car cleaners and yard forces in the Pacific Zone. I want to determine whether we are ready to call for the right of representation for our cleaners.

Fraternally yours,

A. Philip Randolph
International President

APR:hm

af:cc
23078

Dellums

August 22, 1946

Mr. C. L. Dellums
4th International Vice-President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C. L.:

I have just received a letter from E. L. Armstrong, President of the Los Angeles Division informing me of the fact that the election in Los Angeles resulted in 20 votes for him and 21 votes for L. S. Thompson for President. He is certain that a chair car porter voted in the election which is not proper. He suggests that a run off election be held for Thompson and himself since the chair car porter's vote should not be counted which would leave a tie vote between him and Thompson. What is your advise in this situation? Kindly look into this matter and advise me if you recommend a new election or not.

Fraternally yours,

A. Philip Randolph
International President

APR:bm

af;oo
28076

August 24, 1944

Mr. C. L. Dellums
4th International Vice-President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C. L.:

I have filed the case with the National Mediation Board involving the Western Pacific Railroad.

Fraternally yours,

A. Philip Randolph
International President

APR:hc

af:cc
22076

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
1308 BROADWAY
DETROIT, MICHIGAN

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3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT

August 25, 1944

Mr. A. Phillip Randolph
International President
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York 27, New York

Dear Chief:

Brother Armstrong talked to me about the election when I was in Los Angeles two weeks ago. As a matter of fact, I was present when the ballots were counted. The record of the men who voted was there for inspection and though Brother Armstrong knew the Union Pacific chair car porter, Blackman had voted he raised no objection. Three or four days after the election he told me that he thought he would contest it but I advised him not to do so and gave him the following reasons:

1. We had no way of knowing whether Blackman voted for Thompson or Armstrong and that it was possible that Blackman voted for him.
2. We have not had the time to perfect the chair car porters set up and no instructions had been given to the effect that the chair car porters could or could not vote particularly in the local election; pointing out to him that the Southern Pacific chair car porters in Oakland were in the one local and participated in our election.
3. That to contest the election over one chair car porter's vote would do more harm than good and might serve to alienate chair car porters from the Brotherhood because it would be known.
4. That every effort should be made to avoid contests and fights in local divisions and that this would no doubt stir up too much ill feeling in the Los Angeles Division which never runs smoothly anyway.

I pointed out to him that while the International Executive Board was in session in Cleveland that we no doubt would perfect our chair car porters machinery and urged him to forget the matter in the interest of peace and harmony particularly in view of the fact that he and Soares couldn't get along together anyway.

For the above reasons I recommend that you deny Brother Armstrongs request.

Fraternally yours,

C. L.

C. L. Dellums
International Vice President

CLD:aap

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
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ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT

August 25, 1944

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York 27, New York

Dear Chief:

Enclosed you will find copy of the agreement revisions we want to submit to the Southern Pacific. Please send them to Mr. J. G. Torrian, General Manager, and ask him to set the time, date and place for negotiations to begin. I would suggest that you also advise him in this same communication that I will represent the Brotherhood in the negotiations and therefore, request that he notify me.

Fraternally yours,

C. L.

C. L. Dellums
International Vice-President

CLD:aap
encl. - 1

P. S. One for Co. + one for you
C. L. D.

Dellums

August 31, 1944

Mr. C. L. Dellums
Fourth International Vice-President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear CL:

We made application to the National Mediation Board for its services to adjust the dispute between the Brotherhood and the Western Pacific Railroad Co., and have just received a letter from the Board requesting that we send a copy of the proposed agreement. Therefore, I want to request you to send me a copy of the proposed agreement, so that I may send it to the Board. Kindly do this right away since the Board is waiting for same.

Fraternally yours,

A. Philip Randolph
International President

APR:RB

af/ce
23078

Dellums

September 1, 1944

Mr. C. L. Dellums
Fourth International Vice-President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C. L.:

Permit me to thank you for your letter of August [illegible] with copies of the agreement revisions for the Southern Pacific Company. I will send the copy to Mr. [illegible], General Manager, and request a date for conference.

I note your letter concerning the election in Los Angeles. In view of your opinion on the matter, I will write Brother Armstrong that we cannot hold another election.

Fraternally yours,

A. Philip Randolph
International President

APR:BB

cf/cc
[illegible]

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

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E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT

C L Dellum

October 11, 1944

Mr. A. Philip Randolph , International President
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York City, New York

Dear Chief:

Enclosed is copy of release I got from a Los Angeles paper. As you can see from this, apparently the red caps are going out to get the Santa Fe chair car porters separate and distinct from the Santa Fe train porters. As you no doubt will recall I suggested that we do this but Brother Webster thought that the two groups were close enough together to be organized as one. But if Townsend is going to get into it I don't think we can afford to sit idly by and let him get away with it. I understand that they are quietly working on the U. P. boys too so I think we had better roll up our sleeves and sew up this chair car porter situation and get it over with.

Fraternally yours,

C. L.

C. L. Dellums
International Vice-President

CLD:aap
encl. - 1

[illegible] organize
[illegible] employes
[illegible] in the
[illegible] 1,500 of
[illegible] have already
[illegible] conducting the
[illegible] on the Mil-
[illegible] the UT-
[illegible] Local 609
[illegible] to conduct the
[illegible]
[illegible] Local 609 Pres.
[illegible] ago, the
[illegible] for signing up the
[illegible] are well
[illegible] from
[illegible] of [illegible] Fe will
[illegible] the number of major
[illegible] contracts with UT-
[illegible] Already organized beside
[illegible] St. Paul are New
[illegible] Central, and
[illegible] Rock Island lines.
[illegible] the UTRA [illegible]
[illegible] and [illegible] of
[illegible] has since dwindled
[illegible] the light of the CIO union's
[illegible] Total membership from
the five lines will reach 12,000
[illegible] predicted.

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

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ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT

Dellums

October 17, 1944

Mr. A. Philip Randolph, International President
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York City 27, New York

Dear Chief:

Our conferences with the Southern Pacific were held on October 10th and 13th. They turned down all of our proposals including the vacation. Therefore, please file the matter with the National Mediation Board immediately because the Western Pacific mediation is still pending and a mediator may be appointed any day now so we may be able to get them both handled by the same mediator. I am enclosing another copy of our proposals so that if you happen to need one for the Mediation Board you will have it.

Fraternally yours,

C. L.

C. L. Dellums
International Vice-President

CLD:aap
encl. - 1

CL Dellums

October 25, 1944

Mr. C. L. Dellums
Fourth International Vice-President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C.L.:

Permit me to thank you for your letter with newspaper clipping concerning Townsend's effort to organize the Santa Fe train porters. I agree with you that we should start a vigorous campaign to organize the attendants and train porters on the Santa Fe.

While in Chicago, I talked with Web about this matter, and he told me that he had just talked with you over the telephone about it. On his visit to Phoenix for FEPC, a plan was worked out to visit Los Angeles and Oakland to hold meetings in cooperation with you in a drive to organize the train porters and attendants on the Santa Fe.

Fraternally yours,

A. Philip Randolph
International President

APR:HB

af/oe
25076

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

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11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT

Answered
11-2-44

October 25, 1944

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York 27, N. Y.

Dear Chief:

On this Santa Fe chair car matter, I think it would be advisable for us to pull a man down in Los Angeles and let him devote a couple of weeks to organizing the Santa Fe porters. You no doubt will remember that I mentioned, in the Executive Board meeting in Cleveland, using a young fellow down there that we feel has great possibilities. I think it would be a wise investment to spend $100 or 150 to get the job done, if it can be done, quickly. If you approve this plan I would also like your authority to hold him off another two weeks to work on the Southern Pacific chair car porters at the Southern Pacific chair car porters' expense. I mean by this that we have sufficient funds in the Southern Pacific zone treasury to pay for their two weeks. Please let me know your reaction on this suggestion so that we can get going as soon as possible. Incidentally, I have already held some conferences with Santa Fe men here and I think we are on the way.

Fraternally yours,

"C. L."

C. L. Dellums
International Vice-President

CLD:gw

Dellums

October 26, 1944

Mr. C. L. Dellums
Fourth International Vice-President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C.L.:

I will file case on the Southern Pacific right away. If you have any further correspondence between yourself and the Southern Pacific, kindly send it to me because I am required to send it in duplicate form to the Board.

I dare say the two cases will be heard about the same time.

Fraternally yours,

A. Philip Randolph
International President

APR:EB

af/ee
28076

Dellums

November 16, 1944

Mr. C. L. Dellums
Fourth International Vice-President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C.L.:

I am back in New York from a trip to St. Louis and Kansas City. I just got back from Montreal where Bennie Smith and myself have been negotiating a contract for the sleeping car porters of the Canadian National Railroad. We are making splendid headway.

I am glad that you plan to take a man down to work to help organize the Santa Fe porters, and also the chair car porters on the Southern Pacific Railroad.

I received communications bearing on the fight with the Southern Pacific Railroad, and have sent them to the National Mediation Board.

Fraternally yours,

A. Philip Randolph
International President

APR:RB

af/cc
23076

November 18, 1944

Mr. C. L. Dellums
Fourth International Vice-President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C.L.:

I received a letter from Brothers L. B. Thompson, President and Oscar Soares, Secretary-Treasurer of the local division in Los Angeles, suggesting a plan for collecting dues. I, of course, will not advise them on the matter, and will leave it to you, because you know more about it than I do.

I note that you received the same letter. I am sending you the enclosed letter.

Fraternally yours,

A. Philip Randolph
International President

APR:RB
enc.
af/cc
23076

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

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1308 BROADWAY
DETROIT, MICHIGAN

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ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT

November 20, 1944

Mr. A. Philip Randolph, International President
Brotherhood of Sleeping Car Porters
C/O Brotherhood of Sleeping Car Porters
227½ S. Rampart Street
New Orleans, Louisiana

Dear Chief:

I received a special from Frank Boyd, advising that one of our members in Vancouver, B. C. was in trouble and having a hearing on November 10th. I received this information on November 8th. Frank requested that I get someone there in time to represent this brother. Unfortunately we have no one in Seattle now that could do it so I got hold of Kelly Foster and had him go over to represent the brother. Foster submits the following expenses: Transportation, $27.10, Hotel Accomodations in Vancouver including meals, $10.50, Tips, $4.00, Taxi Fare, $5.00, Telegram, $.90. The taxi fare was due to the porter's failure to meet Brother Foster so he had to run around trying to find a place to stay. Brother Foster submits this total expense of $47.50 and also calls our attention to the fact that he used up three days. Therefore, I would suggest that you wire Brother Totten to send Foster a check for $75.00 for grievance expenses. The next time I am up north I will see if it is possible to work out some method of handling the Vancouver cases from Seattle so that it won't be so expensive. However, at the present time this was the best we could do.

Fraternally yours,

C. L.

C. L. Dellums
International Vice-President

CLD:aap

November 21, 1944

Mr. C. L. Dellums
4th International Vice-President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C. L.:

Find enclosed letters that are self-explanatory.

Fraternally yours,

A. Philip Randolph
International President

APR:ha
Encs.

af:oe
23076

Dellums

December 15, 1944

Mr. C. L. Dellums
4th International Vice-President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C. L.:

Find enclosed copy of letter from National Mediation Board which is self-explanatory. It appears that the Mediation Board is waiting for a reply from Mr. J. G. Torian and no doubt will assign a mediator to this case.

Fraternally yours,

A. Philip Randolph
International President

APR:hm
Enc.

af:ee
23078

Dellu

December 15, 1944

Mr. C. L. Dellums
4th International Vice-President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C. L:

I have advised Brother Totten to send Brother Foster a check for $75 for grievance expenses in connection with the case of the porter in Vancouver, B.C. I think you were quite fortunate in getting Brother Foster over there.

Fraternally yours,

A. Philip Randolph
International President

APR:hm

af;oe
23075

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

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C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT

December 20, 1944

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York 27, N. Y.

Dear Chief:

I am very much concerned about the Santa Fe attendants' situation. I found in Los Angeles that there are about fifty-five or sixty on the payroll and that more than forty of them had actually joined the Red Caps' organization. Paid the full $5 fee and now paying dues. Unfortunately, the young fellow that Oscar recommended was out on a troop movement and we did not get to use him. When I finally realized that he would not get back in time, I pulled Oscar down for a week and put him to work on the Santa Fe group. We were able to get the seniority roster with telephone numbers but no addresses. We then got on the telephone to get the addresses in order to prepare a mailing list and while doing this, we asked them to come over and talk the situation over with me. About ten came and I explained the whole situation to them. All of them signed authorization cards and promised to join. They begged me to stay there longer in order to talk to the others as they thought that they had gone with the Red Caps solely because they were desperate for representation and would rather be with the Brotherhood. My time was up there and I could not stay any longer but will go back as soon after the first of the year as possible. The Red Caps are selling these fellows the CIO but an explanation of the situation has convinced them that the Brotherhood is in a better position to represent them. We just cannot afford to fool around and allow the Red Caps or any other organization to invade our jurisdiction. I think we ought to go on an "all out" drive to sew up the Santa Fe and the Pullman Yard Forces.

I see by the morning paper that Charlie Houston won the Negro Firemen's case before the supreme court. Too bad it was'nt the Brotherhood. Web is all ways giving Negro lawyers hell and saying that Charlie Houston is just messing up things but the results show something else. Maybe we should now get busy and do something about the train porter situation.

By the way, have Totten send Brother Soares a check for $65 for the time I had to hold him down during my last visit there.

Fraternally yours,
C. L.
C. L. Dellums
International Vice-President

CLD:gw

Dellums

December 27, 1944

Mr. C. L. Dellums
Fourth International Vice-President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C. L.:

Find enclosed copy of notice from the National Mediation Board concerning the case of the Brotherhood against the Southern Pacific Railroad Company. I hope it will be possible for this case to be heard in the very near future.

Fraternally yours,

A. Philip Randolph
International President

APR:EB
enc.
af/ce
23076

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

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2ND INTERNATIONAL VICE-PRESIDENT
1308 BROADWAY
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
AN INTERNATIONAL UNION
AFFILIATED WITH A. F. OF L.
PACIFIC COAST HEADQUARTERS
1716 SEVENTH STREET
OAKLAND 7, CALIF.
TEL. TWIN OAKES 0894
440

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT

December 28, 1944

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York 27, N. Y.

Dear Chief:

I note from your circular letter to the Local Presidents that you are appointing them as Counselors to the Ladies Auxiliary of their divisions. About the same time I received your circular letter, I received a letter from Sister Murray telling me that she had received a letter from you appointing her as Counselor. I don't get it. I thought that we appointed a representative of the men as Counselor for the women, and I thought it our policy to appoint Local Presidents of the Brotherhood as Counselor of the Auxiliary.

Now I am wondering if you sent Brother L. B. Thompson, President of the Los Angeles Division, a letter appointing him as Counselor. Please clear this matter up for me and let me know what you did.

Fraternally yours,

C. L. Dellums

C. L. Dellums
International Vice-President

CLD:gw

Dellums

January 5, 1946

Mr. C. L. Dellums
4th International Vice-President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C. L.:

In reply to your letter of December 28th concerning letter to local president appointing them Counselors of the Ladies Auxiliary you refer to a letter from Sister Murray telling of her appointment as Counselor, may I say this was a mistake made in my office. The presidents of the Local Divisions are the Counselors of the Ladies Auxiliary and not the president of the Ladies Auxiliary. The Ladies Auxiliary could not very well be Counselor to herself and her Auxiliary. I have sent out a letter correcting this error. You might send out a similar letter to the local divisions in your zone if you think it is necessary.

Fraternally yours,

A. Philip Randolph
International President

APR:ha

af:cs
23076

C L Dellums

January 9, 1945

Mr. C. L. Dellums
4th International Vice President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear C. L:

Permit me to thank you for your letter of December 20, 1944 informing me of the fact that forty to fifty of the Santa Fe attendants in Los Angeles have joined the UTSEA, and paid $5 joining fee and that you have taken Brother Oscar Soares down to work on this matter. I think your action in this case was timely and proper. I agree with you 100% that the Brotherhood cannot stand by and permit some other organization to invade our jurisdiction. That is why I have been so concerned about keeping the UTSEA out of the Pullman industry and it is the reason for my belief that we must push the organization of the Pullman car cleaners and yard forces.

I think it would be a good thing for you to get back down to Los Angeles at an early date in the new year to continue the job of breaking the Sanat Fe attendants away from the UTSEA. I will have Brother Totten to send Brother Soares $55 for his time.

Charlie Houston did win an important victory in the Negro Firemen's Case before the Supreme Court. Of course I don't know what effect it has yet. It appears that the Court emphasized that the Brotherhood of Locomotive Firemen and Enginemen were required to represent everybody in the category of firemen on the property. D. B. Robertson, President of the Brotherhood of Locomotive Firemen and Enginemen came out in the N. Y. Times and said they were already doing this. I have asked our lawyer, Henry Epstein his opinion of the value of this decision. I will let you know what it is.

Fraternally,

A. Philip Randolph

ASA PHILIP RANDOLPH

SUBJECT FILE

BROTHERHOOD OF SLEEPING
CAR PORTERS

CORRESPONDENCE

Dellums, C. L.

1959-71

(3)

A. PHILIP RANDOLPH
International President

MILTON P. WEBSTER
1st International Vice-President
3947 Drexel Boulevard
Chicago 15, Illinois

BENNIE SMITH
2nd International Vice-President
1308 Broadway, Room 305
Detroit, Michigan

BROTHERHOOD of SLEEPING CAR PORTERS
Train, Chair Car, Coach Porters and Attendants
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PACIFIC COAST HEADQUARTERS
1716 SEVENTH STREET
OAKLAND 20, CALIF.
Tel. Twin Oaks 3-0894

ASHLEY L. TOTTEN
International Secretary-Treasurer

C. L. DELLUMS
3rd International Vice-President
1716 Seventh Street
Oakland, California

T. D. McNEAL
4th International Vice-President
11 North Jefferson Street
St. Louis 3, Missouri

November 17, 1959

Mr. A. Philip Randolph, President
Brotherhood of Sleeping Car Porters
125 W. 125th Street Room 301
New York 27, New York

Dear Chief:

I received bulletins you sent out which covered the amendments to the Constitution adopted at our recent convention. I would like to suggest that these amendments be runned in the Black Worker. If we comply with the new law by running the law itself in our paper, then we evidently would also comply with it by running the amendments.

I had already compiled these amendments and sent them out to the presidents and secretary-treasurers of the divisions in my zone. I also sent them copies of Committee Reports.

I would like to offer a couple of other suggestions also. First, I would like to suggest that in Resolution "g" that the first four (4) paragraphs of Article XVI by published instead of just the paragraph which raised the dues. The first four (4) will prevent any misunderstanding or doubt in anybody's mind because that will show that the joining fee remains the same and more important that the annual tax is still in effect and that the increase in dues would not eliminate the tax. Secondly, I would suggest that if you repeat paragraph VI of Article XVI, "clarification of leave of absence with respect to payment of dues" as you did on page 3 of your bulletin, that you run the new paragraph 6 and not the old one.

I am enclosing these amendments as I sent them out.

Fraternally yours,

C. L.

C. L. Dellums

NOV 1[illegible] RECD

CLD:jb
Enclosure

Carry

REVISION OF ARTICLE X, SEVENTH PARAGRAPH, OF CONSTITUTION

Resolution (a) - Submitted by International Executive Board.

Whereas, It is imperative that the funds of the International Organization be conserved in every reasonable manner; and

WHEREAS, The International Executive Board feels from its experience that its duties can be efficiently and properly handled through meeting at nine month intervals; therefore.

BE IT RESOLVED, That this Third Triennial Convention of the Brotherhood of Sleeping Car Porters revise the Seventh Paragraph of Article X of the International Constitution (Page 15 of current edition) to read as follows:

> "The members of the Board shall meet in person at nine month intervals between Conventions, and as soon after their election as possible, a practical method of communicating with each other by correspondence on all important matters pertaining to the Organization that come within the cognizance of the Board shall be worked out."

REVISION OF ARTICLE XVI, PARAGRAPH 6, OF THE CONSTITUTION

Resolution (b) - Submitted by International Executive Board

WHEREAS, The existing wording of the Sixth Paragraph of Article XVI of the Constitution (Page 24 of current edition) has been misinterpreted and mis-applied in a number of instances; and

WHEREAS, A clearer wording of the intent of this provision would be helpful to all Local Officers; therefore

BE IT RESOLVED, That this Third Triennial Convention of the Brotherhood of Sleeping Car Porters revise the Sixth Paragraph of Article XVI of the International Constitution to read as follows:

> "Retired members shall be exempt from the payment of dues and assessments. Members out of active service, except on leave of absence, for six consecutive months shall have voice but no vote in division affiars. This shall not apply to members holding office at the time of its original adoption (September 13, 1956)."

REVISION OF ARTICLE XVI, SEVENTH PARAGRAPH, OF THE CONSTITUTION

Resolution (c) - Submitted by International Executive Board.

WHEREAS, The present Constitutional provision terminating membership only after arrearage of four (4) months' dues in causing the Organization to lose thousands of dollars in income; therefore

BE IT RESOLVED, That this Third Triennial Convention of the Brotherhood of Sleeping Car Porters revise the Seventh Paragraph of Article XVI of of the International Constitution (Page 25 of the current edition) to read as follows:

> "Membership is terminated when a member becomes more than two (2) months in arrears in dues or indebted to the Organization for an amount in excess of two (2) months' dues. A vote of the local division will not be required for such termination. A member's dues card shall be deemed sufficient notice of arrears and no further notice shall be required from the Division Secretary."

OK

REVISION OF ARTICLE V, FIRST PARAGRAPH, OF THE CONSTITUTION

Resolution (d) - Submitted by International Executive Board.

WHEREAS, The definition of the term "continuously financial" as set forth in the last sentence of the First Paragraph of Article V of the Rules and Regulations For Local Divisions (Page 34 or current edition) is inconsistent with the provision of the Seventh Paragraph of Article XVI of the International Constitution; therefore

BE IT RESOLVED, That this third Triennial Convention of the Brotherhood of Sleeping Car Porters revise the First Paragraph of Article V of the Rules and Regulations for Local Divisions to read As follows:

OK

> "The officers shall be a President, a Vice-President, a Secretary-Treasurer, an Executive Board with a minimum of five and a maximum of nine members, elective, a Chaplain, a Sentinel and a Porter, appointive; the appointive officers shall be appointed by the President-elect prior to installation and they shall be installed with the elec-

tive officers. No member shall be eligible to hold office in any local division, or membership on the Local Executive Board, Auditing or Grievance Committee who shall not have been continuously financial for at least three years preceding elections except where new divisions are established. Continuously financial shall be defined as never being in arrears exceeding two (2) months' dues or being indebted to the Organization for an amount in excess of two (2) months' dues during the three years immediately preceding elections."

OK

REVISION OF PENSION PLAN FOR FOUNDING INTERNATIONAL OFFICERS ✓

9

Resolution (f) - Submitted by International Executive Board

WHEREAS, The first Triennial Convention of the Brotherhood of Sleeping car Porters, convened in Los Angeles in October, 1953, in recognition of the many years of sacrafice and suffering, with little or no compensation, on the part of the founding International Officers and their wives; set up a pension plan to provide these pioneers with some degree of security during their declining years; and

WHEREAS, The entire purpose of the International Executive Baord in recommending this pension plan to the Los Angeles Convention was to provide this protection to our original officers and the wives who stood by their sides during our dark days; and

WHEREAS, Study by the Board of the context of the resolution passed on this subject by the First Triennial Convention, convinces the Board that certain revisions should be made in the interest of assuring that the plan will more exactly accomplish its purpose; therefore

BE IT RESOLVED, That this Third Triennial Convention of the Brotherhood of Sleeping Car Porters go on record as ratifying and endorsing the following revision of the Second Paragraph of the Resolution on this subject passed by the First Triennial Convention (as shown at the top, right of Page 202 of the proceedings of that Convention) to read as follows:

> "In the event of the death of either of the above-mentioned officers prior to the beginning or completion of the payment of the three years salary provided for in the foregoing paragraph, such payments shall be made to the widow monthly until completed and thereafter the widow shall be paid $100 per month for life. All payments provided for widows in this paragraph

shall cease if she remarries. The term 'widow' as used in this resolution is defined to mean the spouses to whom the mentioned officers were married on the date of the adoption of the original resoultion, which was October 9, 1953."

REVISION OF ARTICLE XVI FIRST 4 PARAGRAHS OF THE CONSTITUTION

Resolution (g)

Submitted by the International Executive Board, eliminating the whereas' and submitting the resolves;

BE IT RESOLVED, that this Third Triennial Convention of the Brotherhood of Sleeping Car Porters revise the first four paragraphs of Article XVI of the Constitution to read as follows:

The joining fee of the Brotherhood of Sleeping Car Porters shall be twenty-five ($25.00). For the members residing in the United States of America and the Canadian Pullman employes, the dues shall be $5.00 per month, payable in advance, and an annual assessment of $10.00 shall be paid not later than August 31 of each year.

Of the dues paid by the members of each local division, $3.80 shall be sent to the International Sect'y-Treas. for the International fund. $1.20 shall remain in the local division to defray its expenses. All joining fees and assessments shall be sent to the International Sect'y-Treas., for the International fund.

OK

For the members residing in the Dominion of Canada, other than Pullman employes, the dues shall be $5.85 per month, payable in advance.

Of the dues paid by these Canadian members of the local division, $4.65 shall be sent to the International Sect'y-Treas. for the International fund. One dollar and twenty cents ($1.20) shall remain in the local division to defray its expenses.

P.S. Please note; Where local Secretaries work on "commission ", the commission remains the same, that is $.30 from each months dues.

Eliminate first paragraph, substitute the above.

November 12, 1968

Mr. William H. Bowe, Sece-y-Treas.
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York, New York 10027

Dear Brother Bowe:

I have been able to go through some of the files sent out here from New York but not all of them. Up to now though, I have found none of the Check-Off Agreements, and therefore I can't write these Companies to change the dues from $8 to $10 until I know when the proper month is to tell them to start it.

I have notified the Pullman Company, because I know that they would take the January dues out of the last pay period of December. I have also notified the Southern Pacific Company (Western Lines), because I know in that agreement the January dues will be taken out of the first pay period of January. See if your records will give me this information for the other carriers, so that I can write them. I am sending these copies to the brothers indicated, because some of them maybe very familiar with these in there area and can give us some help.

In double checking these carriers where we have the chedk-off, I noticied in the August report in the receipts and expenditures, you show under receipts under date of August 15th, "Southern Pacific RR Co.-Kansas City So.", $608.00 and I don't understand what that means, since you didn't list the Kansas City Southern as one with which we have a check off and there is no Southern Pacific in Kansas City. I further noted that your receipts didn't show any income from the check-off with the Southern Pacific, Oakland, the Southern Pacific and Western Pacific together for Oakland, nor the Southern Pacific-Los Angeles nor El Paso, but again I happen to note on August 9th, another income check from Kansas City Southern for $32.50, but in expenditures for August-68 I find that El Paso, Los Angeles and Oakland (2) got their pro-rata back.

Then, looking over September I find in the Receipts under date of September 13th, Southern Pacific Company--$600.00 and ofcourse I don't know where that came from and what it stands for. Again I noticied Kansas City Sourthern on September 11th, and I am assuming that was collected by the local and not a check-off. Also September 17th under Receipts, Texas and New Orleans, $109.50, so I wonder is that from a Check-off or local collections. By the way, I note that on September 16th your receipts show Los Angeles Southern Pacific, $234.00, but not El Paso Southern Pacific or Oakland Southern Pacific, but again I found in the Expenditures the El Paso SP, Los Angeles S.P. and Oakland SP and WP, so I am wondering how the Southern Pacific reports to you. In other words, what all could that $600 in one month, and $608 in the second month include. Would appreciate an explanation at your convenience, but the important matter is which payroll period are the January dues being taken out with the carriers with the check-off agreements, with the exception of the Southern Pacific and Western Pacific.

I also need to know the carriers that we have agreements with where our men work on mileage and that we don't serve section 6's on, but ask them for everything that the trainmen get. You brothers help me out on this, so that we want be serving any Section 6 where they shouldn't be, and not calling for hourly increases where the men are working on mileage.

Fraternally yours,

C. L. Dellums

CLD:cr
CC : Mr. A. Philip Randolph
Mr. T. D. McNeal
Mr. B. F. McLaurin

November 15, 1968

Mr. B. F. McLaurin, Eastern Zone Supervisor
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York, New York 10027

Dear Brother McLaurin:

I am going through the files that were sent out from the Chief's office, in order to know what's in them and get them setup in my files, so that we can identify them immediately. Our two priorities are, number one, notifying the carriers where we have the check-off when the y should start the $10.00 check-off. I have notified all of the carriers with the exception of the Canadian Pacific Railroad, Chesapeake and Ohio and Seaboard Coast Line. I have written Brother Blanchette about the CPR, but I can find nothing for the Chesapeake and Ohio and the Seaboard Coast Line on the check-off agreement, so therefore I don't know what pay period the January dues would be taken out of, nor who or whom or where to write to notify them, so I need your help right away in order to serve these notices. I also have been unable to find out when the wage moratorium expires on the Seaboard Coast Line.

Fraternally yours,

C. L. Dellums

CLD:cr
CC : Mr. A. Philip Randolph
Mr. William H. Bowe

A. PHILIP RANDOLPH
International President

BENNIE SMITH
1st International Vice-President
1308 Broadway, Room 305
Detroit, Michigan 48226

C. L. DELLUMS
2nd International Vice-President
1716-18 Seventh Street
Oakland, California 94607

BROTHERHOOD of SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

PACIFIC COAST HEADQUARTERS
1716-18 SEVENTH STREET
OAKLAND, CALIF. 94607
Tel. Twin Oaks 3-0894

WILLIAM H. BOWE
International Secretary-Treasurer

T. D. McNEAL
3rd International Vice-President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

November 21, 1968

Mr. A. Philip Randolph, President Emeritus
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York, New York 10027

Dear Chief:

While waiting for information from the RLEA concerning the amount of increase other non-operating unions, particularly the Dining Car cooks and waiters, since they and we received the twenty-seven (27¢) cents raise I continue to explore it myself. The enclosure seems to be correct, but before serving any section sixes, I thought we had all better get together on it, so that we will all know what will be in the service.

There wasn't any problem in verifying the eleven per cent (11%) but the five per cent (5%) of January 1, 1967 created a little problem, but through the local Dining Car Union, I borrowed a copy of their agreement and I am enclosing the pages that are relevant.

I shall not serve any section sixes until I hear from you brothers, and we are all together on it.

Fraternally yours,

C. L.

C. L. Dellums

CLD:cr
CC : Mr. T. D. McNeal
Mr. B. F. McLaurin
Mr. Leroy J. Shackelford

HISTORY OF WAGE RATE INCREASES

For DINING CAR EMPLOYES

Date of Agreement	Effective Date	Increase
November 20, 1964	January 1, 1964	9 cents
	January 1, 1965	9 cents
	January 1, 1966	9 cents
January 13, 1967	January 1, 1967	5 per cent
	January 1, 1968	2½ per cent
May 17, 1968	July 1, 1968	3½ per cent
	December 1, 1968	Reduction in monthly hours from 205 to 195 2/
	January 1, 1969	2 per cent
	June 1, 1969	Reduction in monthly hours from 195 to 180 2/
	July 1, 1969	3 per cent

1/ Plus adjustment for two paid holidays (16 hours)
2/ With no decrease in monthly pay

source: Wage agreements

BEST COPY AVAILABLE

THE LEGIBILITY OF THE DOCUMENT IS DIFFICULT IN THE ORIGINAL

THE FOLLOWING DOCUMENT IS A PHOTOCOPY

THE ORIGINAL IS NOT IN THE A. PHILIP RANDOLPH COLLECTION

[illegible] GENERAL CHAIRMEN

FROM: Richard W. Smith, Secretary-Treasurer
Joint Council Dining Car Employees

SUBJECT: MEDIATION AGREEMENT - Case A-7948 - February [illegible]

Enclosed are copies of the Agreement between the Cooperating Railway Labor Organizations and the Carriers, signed at [illegible] D. C., January 13, 1967, which provides wages increases and [illegible] ments in the Vacation Agreement of the employees [illegible]

RWS:rs
Enclosures (5)

cc: All District [illegible]
Enclosures (3)

M E D I A T I O N   A G R E E M E N T

[illegible]

This agreement made this 13th day of January, 1967, by and between the participating carriers listed in Exhibits A, B and C attached hereto and hereby made a part hereof, and represented by the National Railway Labor Conference and the Eastern, Western and Southeastern Carriers' Conference Committees and the employees shown thereon and represented by the Railway Labor Organizations signatory hereto, through the Employes' National Conference Committee, Four Cooperating Railway Labor Organizations, witnesseth:

IT IS AGREED:

ARTICLE I - WAGE INCREASE

Section 1. Effective January 1, 1967, all hourly, daily, weekly, monthly, and piece-work rates of pay in effect on December 31, 1966, for employees covered by this agreement will be increased in the amount of 5 per cent applied so as to give effect to this increase in pay irrespective of the method of payment. The increases provided for in this Section 1 shall be applied as follows:

(a) **Hourly Rates** -

Add 5 per cent to the existing hourly rates of pay.

(b) **Daily Rates** -

Add 5 per cent to the existing daily rates of pay.

(c) **Weekly Rates** -

Add 5 per cent to the existing weekly rates of pay.

(d) **Monthly Rates** -

Add 5 per cent to the existing monthly rates of pay.

(e) **Piece Work** -

Adjustment of piece-work rates of pay shall be based on the amount of increase applicable to the basic hourly rate for the class of work performed. Where piece-work rates of pay are in effect on carriers having special rules as to the application of any increase, or decrease, in such rates, such rules shall apply.

(f) **Deductions** -

Insofar as concerns deductions, which may be made from the wages resulting from the increases herein granted, under Section 3(m) of the Fair Labor Standards Act of 1938, they may continue to be made to the extent that such deductions were being legally made as of August 31, 1941.

(a) Application of Wage Increases -

The increases in wages provided for in this Section 1 shall be applied in accordance with the wage or working conditions agreement in effect between each carrier and each labor organization of employees. Special allowances not included in fixed daily, weekly or monthly rates of pay for all services rendered will not be increased.

(b) Coverage -

All employees who are on the payroll of the carrier on January 1, 1967, or who are hired subsequent thereto regardless of whether they are now in the employ of the carrier, shall receive the amounts to which they are entitled under this Agreement. Overtime hours will be computed in accordance with the individual schedules for all overtime hours paid for.

Section 2. Effective January 1, 1968, all hourly, daily, weekly, monthly and piece-work rates of pay in effect on December 31, 1967, for employees covered by this Agreement will be increased in the amount of 2½ per cent applied so as to give effect to this increase in pay irrespective of the method of payment. The increase provided for in this Section 2 shall be applied in the same manner as provided for in Section 1.

Section 3. No party to this Agreement shall serve any notice or proposal or progress any pending notice or proposal on a joint national or regional basis to change the rates of pay resulting from Article I of this Agreement prior to March 1, 1969. No such notice or proposal shall become effective before July 1, 1969, nor will notices be served by individual organizations or carriers on individual carriers or organizations designed to achieve the effect of such a joint national or regional movement.

ARTICLE II - VACATIONS

Section 1. Insofar as applicable to the employees covered by this Agreement who are also parties to the Vacation Agreement of December 17, 1941, Article 1 of that Agreement, as amended by the Agreement of August 21, 1954, the agreement of August 19, 1960 and the Agreement of November 20, 1964, is hereby further amended effective January 1, 1967, to read as follows:

(a) Effective with the calendar year 1967, an annual vacation of five (5) consecutive work days with pay will be granted to each employee covered by this Agreement who renders compensated service on not less than one hundred twenty (120) days during the preceding calendar year.

[illegible]

Approved:

/s/ J. A. Wolfe
Chairman,
National Railway Labor
Conference

/s/ [illegible] McSwan
Chairman, National Mediation
Board

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

T. D. McNEAL
International Vice President
Gateway National Bank Building
3412 North Union Boulevard
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BROTHERHOOD of SLEEPING CAR PORTERS
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INTERNATIONAL HEADQUARTERS
217 WEST 125th STREET - Room 301
NEW YORK, N. Y. 10027
MOnument 2-5080-1

WILLIAM H. BOWE
International Secretary-Treasurer

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

December 2, 1968

Mr. A. Philip Randolph, President Emeritus
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York, New York 10027

Dear Chief:

Pardon me for being so long in answering your letter of September 26th. As you know I have been so swamped, I have had to resort to answering that what must be answered today and that has gone from day to day, but I am taking time to answer your letter now regardless. Now, it was good to be together again in the Commodore in New York. The only thing I was disappointed in were that circumstances were such that we didn't have enough time alone, so that we could talk about possibilities and feasibilities for the future, as we use to do in the old days when we could be alone. I hope that conditions develop whereby we will have some time together where there is no one else around for hours at a time. You know the same thing happened last December in Florida. With those other two guys sharing your suite, and with others dropping in to see you as well as the other two guys we had almost no time alone.

Now, I hadn't forgotten your suggestion about Dave Sullivan and his union, and was proud that he raised it with you. I hope when you see him again that you tell him that you told me about the conversation you had with him, and that I was very receptive and proud of it. It might be well for you to write him to that effect, and tell him that I am hoping for an opportunity in the not too distant future, for you and myself to meet and start exploring this matter with him. At any rate, if you get a chance to talk with him please feel free to explore it with him. Looking forwards to seeing you in the not too distant future.

Fraternally yours,
"C. L."

CLD:cr

C. L. Dellums

December 18, 1968

Mr. F. J. Boeckelman, Director
Employe and Labor Relations
The Pullman Company
165 North Canal Street
Chicago, Illinois 60606

Dear Mr. Boeckelman:

The bulletin posted by the Pullman Company which was posted on December 3, 1968, which states that the Pullman Company intends to pay no further separation allowances until it has been determined that "the railroads have filled their requirements for porters and attendants in connection with the takeover on January 1, 1969"has been called to my attention. As I understand the bulletin in question here, its my position that the bulletin is in violation of the Stabilization of Employment Agreement of May 27, 1968.

The bulletin further states, that any porter or attendant who does not accept employment with a railroad when offered such employment will not be eligible for a separation allowance from the Pullman Company. I gather from the bulletin that The Pullman Company apparently intends to apply that rule, even if the position that has been offered to the employee and rejected would require him to change his place of residence.

In our judgement, the bulletin, as written, is clearly in violation of the May 27th agreement. There are only very limited circumstances under which a man can be denied a separation allowance, because of his refusal to accept employment with a railroad, and it appears to me that the bulletin goes far beyond those limited circumstances.

I would assume that in promulgating this bulletin that The Pullman Company is relying upon Article 2, Section 3, of the May 27th agreement.

That section does set forth certain circumstances under which an employee will lose his right to be paid the separation allowance by the Pullman Company, as a result of his refusal to take a job offered to him by a railroad. However, the language of the agreement places some very specific limitations upon that restriction.

In the first place, the last sentence of the first paragraph of Article 2, Section 3, makes it clear that the obligation to accept a position with another railroad on penalty of losing the right to a separation allowance from the Pullman Company does not apply to the situation in which the job on that railroad has arisen, because that railroad is taking over sleeping car service which has been performed by Pullman. It is true that if an employee does accept a position with a railroad that is taking over sleeping car service that he loses his right to a Pullman separation allowance (by virtue of the separate letter that was attached to the May 27th agreement) provided that the railroad involved is a signatory to the Wolfe-Randolph agreement. However, nothing in the May 27th agreement, and nothing in the Wolfe-Randolph agreement requires a Pullman employee to accept a job in a takeover. Nor is this in any way changed by the fact that in the present situation all of the jobs being offered result from comtemplated takeovers. Pullman's obligations under the May 27th agreement are not diminished by the fact that it may be totally, rather than partially, going out of business.

If the job that is being offered by the railroad is not as a result of a takeover, then Section 3 of Article 2, does require that the man accept the job, or lose his right to a separation allowance from the Pullman Company. But here again, by the specific terms of the May 27th agreement, that is the result only if certain specified circumstances are met: (1) he must be able to qualify, (2) he cannot be required to change is place of residence, (3) he must be paid the falt $2,500 allowance (unless it is waived in an implementing agreement), and, most of all, (4) it must be a railroad with whom the Brotherhood has executed "an implementing agreement"; and that means an agreement which, as a minimum includes a provisionfor a separation allowance in the event the job which the man accepts is subsequently abolished. Unless all four of these requirements are met, the refusal to accept the position cannot result in the employee's loss of the right to a separation allowance from the Pullman Company.

Since The Pullman Company's bulletin of December 3rd goes far beyond any and all of the limitations discussed above, I believe that it is plainly a violation of the May 27th agreement. Therefore, I must insist that you withdraw the bulletin immediately.

Very truly yours,

C. L. Dellums

PAGE MISSING IN THE ORIGINAL COLLECTION

the suggestion of his appearing at our next Board meeting to go into the question of the merger he proposed to me. Let me know if you agree with this suggestion and I will write him accordingly.

Kindly remember me to Walter.

Fraternally yours,

December 27, 1968

A. Philip Randolph

Mr. C. L. Dellums, International President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California 94607

Dear C. L.

Just a word to thank you for your letter of December 2 commenting on our inability to get together, to talk at length about the Brotherhood and other matters, as we have done in the past. I hope that we will be able to spend some time together when we have our next Executive Board meeting.

Now, relative to Brother Dave Sullivan of the International Service Employees: Brother McNeal suggested that we invite him to come to our next Board meeting so that we may have a basic discussion of his proposal for the Brotherhood and his union to merge.

What do you think of this? I think it's a good idea. I could write him and let him know that you, as International President, are favorable to the suggestion of his appearing at our next Board meeting to go into the question of the merger he proposed to me. Let me know if you agree with this suggestion and I will write him accordingly.

Kindly remember me to Walter.

Fraternally yours,

A. Philip Randolph

THE PULLMAN COMPANY

165 North Canal Street, Chicago, Illinois 60606

F. J. Boeckelman
Director, Employe and Labor Relations

R. J. Wurlitzer
Manager, Labor Relations

December 27, 1968

Mr. C. L. Dellums
Int'l President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Dear Sir:

With reference to your letter of December 18 regarding bulletin posted on December 3, 1968:

The Section which you do not refer to in your letter and which is the basis of our position is Section 2 of Article II which reads as follows:

"Section 2 - An employe shall cease to be a protected employe in case of his resignation, death, retirement, dismissal for cause in accordance with existing agreements, or failure to retain or obtain a position available to him in the exercise of his seniority rights in accordance with existing rules or agreements, or failure to accept employment as indicated in this Article." (underscoring added)

I do not believe we are in disagreement with you on the application of Section 3 of Article II.

Further, it is not our intent that an employe be required to accept employment which would require him to change his place of residence.

Primarily, our interest lies in having enough porters accept employment with the railroads to fill their requirements and certainly it was never the intent of the separation allowance agreement that porters could refuse employment with a railroad & instead take a separation allowance. The intent of the separation allowance agreement was to protect employes who would not be offered employment.

After January 1, 1969, we will know which men have been employed by the railroads and if the railroads satisfactorily fill their requirements we should have no difficulty in applying the separation allowance agreement to the remaining protected employes.

Yours very truly,

F. J. Boeckelman

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

T. D. McNEAL
International Vice President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

BROTHERHOOD of SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC
INTERNATIONAL HEADQUARTERS
217 WEST 125th STREET - Room 301
NEW YORK, N. Y. 10027
MOnument 2-5080-1

WILLIAM H. BOWE
International Secretary-Treasurer

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

December 31, 1968

Mr. A. Philip Randolph, President Emeritus
Brotherhood of Sleeping Car Porters
260 Park Avenue South
New York, New York 10010

Dear Chief:

The enclosures are self-explanatory. I knew you would be interested in knowing what is happening. I would imagine that McLaurin keeps you pretty well posted with just about everything that is going on, because I send him copies of just about everything. But, I thought I would send you copies of this, so that you could read them yourself and wouldn't have to get a second hand explanation.

Will answer your last letter in a few days.

Fraternally yours,

"C. L." (c.r.)

C. L. Dellums

CLD:cr
Enc.

W. P.-Chair Car Porters Pay Raise

January 1, 1969

From	To	Per Mo.	Total Year
$486.02	$523.08	$37.06	1969

July 1, 1969

From	To	PerMo.	Total Year
$523.08	$534.91	$11.83 (48.89)	$515.70

W. P. Sleeping Car Porters Pay Raise

January 1, 1969

From	To	Per Mo.	Total Year
$497.01	$534.91	$37.90	$454.80

S. P. Chair Car Porters Pay Raise (1-1-69)

From	To	Per Mo.	Total Year
$506.72	$544.72	$38.00	$456.00

S. P. Sleeping Car Porters Pay Raise

January 1, 1969

From	To	Per Mo.	Total Year
$497.01	$544.72	$47.71	$572.52

OVERTIME--INCREASE EVERYONE

January 9, 1969

Mr. C. L. Dellums, International President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Dear C. L.

I have your letter of December 31, with copies of correspondence between you and Mr. Boeckelman of the Pullman Company. Thanks a lot for keeping me informed on matters of this sort.

I want to congratulate you on the great job you are doing as the International President of the Brotherhood of Sleeping Car Porters.

With cordial good wishes.

Fraternally yours,

A. Philip Randolph

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

T. D. McNEAL
International Vice President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

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MOnument 2-5080-1

WILLIAM H. BOWE
International Secretary-Treasurer

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

January 13, 1969

Mr. A. Philip Randolph, President Emeritus
Brotherhood of Sleeping Car Porters
260 Park AvenueSouth
New York, New York 10010

Dear Chief:

We wont be having a meeting of the International Executive Board before June or July, and we therefore will have time to determine whether or not we will want Welsh, International President of the Building Service Union to come to our board meeting, for the purpose of discussing his union taking us over. For the Brotherhood to merge with and into any other organization will only be done as a last resort to supply the remaining membership ample representation.

Every effort ought to be made to maintain at least one international or national union within the A/F/L/-C/I/O, which is under Negro leadership and control. There have never been but two, our Brotherhood and the Red Caps, but no one ever seemed to know that the Red Caps had such an organization, because they played no part in the conventions, nor have they played any part in the civil rights movement or rather revolution. This leaves only our Brotherhood, and if its humanly possible to maintain a free and independent Negro voice in the organized labor movement it ought to be and will be done if its within my power to do it. I wrote Sebatti concerning the possibility of his organization and ours merging and suggested that we at least ought to sit down and talk about it. He wrote back, after sometime, and said he would be pleased to discuss the subject the next time I am in Chicago. Its unfortunate that the Dining

Car men have such poor and selfish leadership, because if they were not they could take the necessary steps to get the Culinary workers to give up the jurisdiction, so that they could merge with us. I understand that practically all of their general chairmen are nearing retirement age, and are just "riding out the storm". The two most influential voices in that setup are Richard Smith and Bill Pollard, and they both are opposed to merging with us.

Within the next thirty days we should be able to determine our exact membership or very close to it. We can then determine pretty close to our monthly income and will be in a position then to see if its at all possible for us to operate within that income. We will ofcourse have to reduce our per capita both to the AFL-CIO and the RLEA, but this wont be done until we explore the matter in the board meeting, because then we will know more about our membership and income.

Fraternally yours,

C. L.

C. L. Dellums

CLD:cr

RECEIVED
JAN 16 1968
OFFICE OF THE PRESIDENT

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

T. D. McNEAL
International Vice President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

BROTHERHOOD of SLEEPING CAR PORTERS

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WILLIAM H. BOWE
International Secretary-Treasurer

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

January 29, 1969

Mr. A. Philip Randolph, President Emeritus
Brotherhood of Sleeping Car Porters
260 Park Avenue South
New York, New York 10010

Dear Chief:

Enclosed you will find part of the Southern Pacific Agreement, which has already been signed. I wanted to get the "takeover" and the raise settled, so that it would help in getting other railroads to grant the raise. I believe this is the biggest single package in the form of a raise we have ever been able to negotiate at one time. The sleeping car men as you know, were getting $497.01 per month, and the Southern Pacific chair car porters were getting $506.72 per month. On the 16% wage increase, I got the Southern Pacific to apply the first 7½% to the chair car porters wage rate, and then put the sleeping car porters on the same rate. This gave the chair car porters a $38.00 a month raise for now, and the two year package will total $85.60, but for the Southern Pacific Sleeping Car Porters they get a $47.71 per month raise for now, and the two year package brings them $95.31. Now looking at it from the eyes of the extra man the chair car porters hourly rate was increased by 22¢ per hour for now, and the Southern Pacific sleeping car porters got a 27¢ per hour raise.

You will note that I couldn't get the Southern Pacific to put the sleeping car men under the chair car porters job security Agreement, because they were smart enough enough to know that in the long run it is a better agreement than the Pullman Job Security Agreement that they took, even though it provides about 4½ months more separation allowance. I am now working to complete the Southern Pacific working agreement. We are using the chair car porters working agreement as the base, and amended it, as we did to bring in the enclosure, by amending some rules and maybe copying some of the rules out of the Pullman agreement. When the total agreement is completed and signed I will send you a copy, and as of now the Southern Pacific has promised to print it.

Fraternally yours,

C. L.

C. L. Dellums

CLD:cr
CC : Mr. T. D. McNeal
Mr. B. F. McLaurin
Enc.

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

T. D. McNEAL
International Vice President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

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WILLIAM H. BOWE
International Secretary-Treasurer

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

January 29, 1969

"MEMORANDUM"

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD

FROM: C. L. DELLUMS

SUBJECT: $25.00 TAX

As you know, the treasury of the Brotherhood had become desperately low before the fold up of the Pullman Company. The Pullman Company estimated that we would lose about one-third of the sleeping car men as a result of the railroad takeover, and the Pullman Company had already gotten down to around to 1200 porters and attendants.

The takeover by the railroads is costing money, lots of it, in travel and per diem without incidentals. Some railroads are demanding proof of representation which adds to the expense. Some are not going along with the raise causing us no doubt to have to go to the mediation board which will be more expense. We are having problems with Pullman in getting all the money the men are entitled to, and no doubt will have legal expenses as a result of this. We know of some legal expense already and have had to incur some already. With the loss of membership, the increase in dues will hardly be noticeably. Therefore, I want to levy a special tax of $25.00 on the membership as we secure the first application of the raise which is 7½%. This special tax will only be a little more than half of the first month's raise for most of the men. Already men are telling me that they have drawn the biggest check this last payday than they have ever drawn at one time. It shouldn't take too much explanation to make the men understand why the tax is necessary, and be more than willing to pay it. I wish it was possible for me to go to every division, and hold a series of meetings and explain it to the men myself. But within the next few months I am planning to hold some meetings in New York and Chicago, and at that time I will certainly tell them. Obviously, if you vote for the tax it will take a little while to get everything ready to apply it, and I will send a letter to every member, frommy office inf ront.

Mr. A. Philip Randolph
260 Park Avenue South
New York, New York 10010

5¢
U.S. POSTAGE

Mr. C. L. Dellums, President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

February 3, 1969

Mr. C. L. Dellums, International President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Dear C. L.

Just a word to acknowledge receipt of your letter of January 13 in reply to my letter concerning the question of inviting David Sullivan, international president of the Building Service Employees Union, to attend the next International Executive Board meeting of the Brotherhood to discuss the question of merging the two unions.

I need not tell you that I am in complete accord with the spirit of your letter indicating a desire to have an independent voice of black workers, represented by the Brotherhood of Sleeping Car Porters, in the AFL-CIO. As a matter of fact, I would consider it a calamity for the Brotherhood not to be able to maintain this status. However, as you suggest, we have time to think about it and come to some understanding as to what action we should take on this matter.

I note your comments on the Dining Car Employes in the Hotel and Restaurant Employes Union, and also the Red Caps.

Keep up the good work.

Fraternally yours,

A. Philip Randolph

February 6, 1969

Mr. B. F. McLaurin, Eastern Zone Supervisor
Brotherhood of Sleeping Car Porters
103 East 125th Street
New York, New York 10035

Dear Brother McLaurin:

Replying to yours of January 28th, in reference to changing the seniority date the New York Central now carry for former Pullman porters; I don't want you to attempt to change the seniority dates of those men. As you well know, about ten years ago we agreed to allow the New York Central to setup the sleeping car roster, and instead of using the seniority dates the men had with Pullman, they setup the roster in chronological order by their birthdates, in other words, they used their actual ages for a seniority date, but not really a seniority date as all the men had the same seniority date for the New York Central, but they used their ages to determine their positions on the roster. Now these men have had that setup for about ten years, and you will also recall that we got sued as a result of it. Even though we prevailed in the case, it cost money to hire lawyers to defend us, and now to go back and change it, which seems to be admitting that the men who sued us were right, and that the court ruled wrong would make us subject to additional lawsuits. The only basis we would have for doing it now would be to make the Randolph-Wolfe agreement retroactive, and that isn't wise.

In straightening out any agreement with the Penn Central, the only thing for you to do is to see that the agreement gives and protects the men on each road "homestead rights" on the work that he had prior to the merger. Its allright for each side to begin to accumulate seniority on the other side as of the date of the merger, but that's as far as we ought to go.

Fraternally yours,

C. L. Dellums

CLD:cr
CC : Mr. A. Philip Randolph
Mr. T. D. McNeal
Mr. William H. Bowe

A. PHILIP RANDOLPH
International President

BENNIE SMITH
1st International Vice-President
1308 Broadway, Room 305
Detroit, Michigan 48226

C. L. DELLUMS
2nd International Vice-President
1716-18 Seventh Street
Oakland, California 94607

BROTHERHOOD of SLEEPING CAR PORTERS
Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

PACIFIC COAST HEADQUARTERS
1716-18 SEVENTH STREET
OAKLAND, CALIF. 94607
Tel. Twin Oaks 3-0894

WILLIAM H. BOWE
International Secretary-Treasurer

T. D. McNEAL
3rd International Vice-President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

February 10, 1969

Mr. A. Philip Randolph, President Emeritus
Brotherhood of Sleeping Car Porters
260 Park Avenue South
New York, New York 10010

Dear Chief:

One of our retired porters called me last month, to inquire about the status of the $2000 life insurance on a retired porter for the first four years of his retirement, since The Pullman Company had gone out of the sleeping car business. Naturally, I didn't have the answer, and hadn't thought of this matter even. I got a hold of McNeal and asked Mac to first get a hold of Ray Clark, of the Clerks, and see what they knew about it, and Clark knew nothing about it and hadn't thought about it, and no one had called it to his attention. Secondly, I had Mac to speak to Boeckelman about it, since he was going to Chicago on other matters. Boeckelman told him that in accordance with the contract of the whole Travelers' deal, that if an entire craft was abolished or a Co. went went out of business, that so far as that carrier was concerned or involved that the entire contract was dissolved or discontinued. We then called this matter to the attention of the RLEA, the same as the Clerks did.

I've been informed by George Leighty, that the RLEA will hold its meeting in Miami Beach while most of them are down there attending the AFL-CIO Executive Committee meeting, and that during the RLE A meeting this subject would be gone into, and that the Travelers' Insurance Company would have a man down there to meet with them on this subject.

Mr. A. Philip Randolph
February 10, 1969
Page Two

Therefore, I couldn't see that my presence would add anything, and Leighty said that they would notify you of the meeting, and if they needed any information that could come from us they would get it from you. Leighty didn't say which day or days the RLEA would meet, but you can find out from him when you see him Monday.

Fraternally yours,

C. L.

C. L. Dellums

CLD:cr

March 3, 1969

Mr. C. L. Dellums
International President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Dear C. L.

Relative to your letter concerning status of the $2,000 life insurance on a retired porter for the first four years of his retirement, and the action which the RLEA plans to take on questions of this nature, may I say that I haven't heard from George Leighty about the meeting of RLEA in Miami Beach.

However, I assume that we will be notified about any action RLEA takes on this matter so we may be in a position to properly inform our members about it.

Fraternally yours,

A. Philip Randolph

Copy

March 11, 1969

Mr. T. D. McNeal, Vice President
Brotherhood of Sleeping Car Porters
3412 North Union Boulevard
St. Louis, Missouri 63115

Dear Mac:

I wish you would give some thought to the situation in our Los Angeles Division. Originally, all of the men working out of Los Angeles were members of the Los Angeles Division, and participated in all local activities. They paid their dues through the Los Angeles office. Finally, Brother Webster setup a Union Pacific Chair Car Attendant System Local, and took that money away from the Los Angeles Division. He did the same thing for the Santa Fe Chair Car Attendants. The men down there didn't like it, because they felt that since none of their money remained there that they were no longer members of the Los Angeles Division, and didn't participate in the local activities. Brother Webster kept promising to work out something, so that some of the local pro-rata could stay in the division, but never really did it.

Now that we no longer have any Pullman Porters, and the Union Pacific and the Santa Fe employed Sleeping Car Porters down there, if they are put in some kind of system local we will be in a very awkard position in Los Angeles. Our local would then be left to only our Chair Car Porters. Brother Thompson and Brother Issacs work for the Union Pacific, and the President of the local, Brother Nickelberry works for the Santa Fe. So you see, the predicament we would be in if all the officers of the local are removed from the local and put in a system setup.

Frankly, I was opposed to the system local arrangement, and definetly felt that our men living in the cities where we had a local should all be together in one local, and the local's pro-rata of the dues should go to that local. Have you given any thought to what system locals would do to Chicago? Obviously it would chop up Chicago as we now know it. So, I think now is the time for all of us to give some thought to the operation of our local divisions, since there is no longer Pullman.

Let's give some thought to this, and then let me hear from you.

Fraternally yours,

C. L. Dellums

CLD:cr
CC : Mr. A. Philip Randolph
Mr. B. F. McLaurin
Mr. Leroy J. Shackelford
Mr. William H. Bowe

A. PHILIP RANDOLPH
International President

BENNIE SMITH
1st International Vice-President
1308 Broadway, Room 305
Detroit, Michigan 48226

C. L. DELLUMS
2nd International Vice-President
1716-18 Seventh Street
Oakland, California 94607

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T. D. McNEAL
3rd International Vice-President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

June 2, 1969

MEMORANDUM

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD

FROM: C. L. DELLUMS

SUBJECT: NEXT MEETING OF THE INTERNATIONAL EXECUTIVE BOARD

I have not determined the exact date the next meeting of the International Executive Board will be held, but as of now I am expecting to hold it in Chicago in July.

I would like to have an agenda already made up, and I would like to get it made up in time to mail a copy of it to each member of the Board before he leaves home. Therefore, I am hereby requesting, that you give some thought as to whether or not you have something you want to put on the agenda, and if so, as soon as you can get it together send it to me.

This doesn't mean that you couldn't add something else to the agenda on the opening day of the meeting if you had overlooked it in preparing your topics to send me, or that you just thought of something else, or that sufficient developments necessitate something else going on the agenda. But, if we cooperate I would think that we could have at least ninety per cent of the agenda prepared in front, and everybody have copies of it before they get to Chicago. This also would give us an idea as to whether or not the meeting should extend more than one day.

I am expecting your cooperation in this matter.

June 13, 1969

Mr. C. L. Dellums, International President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Dear C. L.

I have your Memorandum of June 2 concerning the next meeting of the International Executive Board. I note your suggestion that whatever I wish to put on the agenda you would like to receive sometime in advance in order to be able to accelerate the proceedings of the Board. I think this is a good idea.

1. I think there should be discussion of the suggestion by Dave Sullivan, president of the Building Service Employees, of unity between the Brotherhood and his international union. I recall, in talking to you about this matter, that you were inclined to have the Brotherhood go it alone so long as it appeared possible. I am in accord with your position in this matter. However, I would suggest that we keep this proposal by Dave Sullivan available for action, in the event it is necessary.

2. I would suggest that a tax of $100 be levied on each member of the Brotherhood, to be paid in installments of $25 over a period of a year, to build financial resources. I am confident that this tax would be paid by the men if the reasons for same are presented to them in all of the local divisions of the Brotherhood by yourself. Where possible, I would be glad to join you although I am not so sure that I can do much speaking.

Of course, you are expected to attend the next convention of the AFL-CIO in Atlantic City.

I shall plan to be there also with you,, as a delegate of the Brotherhood and member of the AFL-CIO Executive Council. It is my plan to have you placed on the ticket for Vice President of the AFL-CIO to succeed me on the Council.

Kindly remember me to Walter.

Fraternally yours,

A. Philip Randolph

August 21, 1969

Mr. C. L. Dellums, Intl. President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Dear C. L.

I have decided to begin writing a history of the Brotherhood of Sleeping Car Porters and it is my intention, or desire, to make this effort a collective one, with the international officers contributing an historical account of the rise and development of the Brotherhood in their various areas.

I have thought of this method of writing the history inasmuch as the international officers are acquainted with the names and work of the porters who became members of the Brotherhood when it involved probable lose of their jobs. I think it immensely important that these early heroes of modern American trade unionism be known, not only by the labor movement but the country in general.

Now, the plan would be for you to do the historical account of the Pacific Coast, including Salt Lake City and the other small districts in Arizona and Texas. McNeal will, of course, do the St. Louis zone and the Chicago zone. He could get the cooperation of Shackelford and Crowder in working on the Chicago history of the Brotherhood.

Blanchette could do the work on Canada, and Bennie Smith could work up the history of the Detroit-Pittsburgh zone. The Eastern zone could be accounted for by Brothers Bowe and McLaurin. I will write up the overall framework of the history.

In addition to this, each one of the

international officers could also get the help of the remaining ladies of the International Ladies Auxiliary for a sketch of the work of the women in helping to build the Brotherhood. Of course Sister Rosina Tucker, international secretary, who is in Washington, is quite capable of doing a good job on the Ladies Auxiliary.

We would have the history printed with the authors on the front cover of the book, and if there is any sale of any consequence the contributors could share in the proceeds on a basis of equality.

Now this is quite an effort to carry out but it can and needs to be done. I would like your reaction to this idea as to whether you think it advisable and feasible.

With cordial good wishes,

Fraternally,

A. Philip Randolph

August 21, 1969

Mr. C. L. Dellums, Intl. President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Dear C. L.

I would like to contribute $5,000 to a pension fund covering the international officers who have not been provided for by the Brotherhood of Sleeping Car Porters to receive a pension, and also to include Brothers Shackelford and Crowder. I would suggest that the contribution I make to the fund be subsidized by each some giving pension fund parties. I am confident that this would be a successful endeavor, but I want to get your reaction to this plan.

When you come to the convention of the AFL-CIO I would like to discuss this matter with you at length so that we may reach some conclusion.

Now, let me also advise that the last meeting of the Executive Council there was no item on the agenda concerning increasing the members of the Executive Council although a committee had been appointed for this purpose.

I was approached again by Brother Meany, urging me to remain on the Council another term. He spoke of it as an urgent and important question. I told him that he might write me a letter in connection with this request so that I might take it up with you and the other Brotherhood officers. I didn't give him any assurance as to what I would do about it since I wanted to take it up with you and the international officers of the Brotherhood, because I wouldn't take any action contrary to the wishes of the Brotherhood international officials.

The practice is for the Executive Council to propose new members of the Council, who are then presented to the convention for election as vice presidents.

When you come East for the convention we can discuss this matter in order to reach some conclusion as to what should be done about it. We can also talk to George Meany concerning it.

Fraternally,

A. Philip Randolph

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

T. D. McNEAL
International Vice President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

BROTHERHOOD of SLEEPING CAR PORTERS
Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC
INTERNATIONAL HEADQUARTERS
217 WEST 125th STREET - Room 301
NEW YORK, N. Y. 10027
MOnument 2-5080-1

WILLIAM H. BOWE
International Secretary-Treasurer

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

August 26, 1969

Mr. A. Philip Randolph, President Emeritus
Brotherhood of Sleeping Car Porters
280 9th Avenue, Apartment #5B
New York, New York 10001

Dear Chief:

Now in reference to your position on the AFL-CIO Executive Council, I think George Meany is correct, in asking you not to step aside at the Convention, and nominate me. George is correct from the point of view, that once you open up nominations on the floor, there would be no way to prevent other delegates from making further nominations, so no doubt we would wind up with a ballot with maybe a half dozen nominees. And, since as you know, the members of the Executive Council are not elected one by one, there is no way of telling who would be defeated. I wouldn't imagine that they would be to worried about someone running someone against me and defeating me, because they know we can "take it", but if they wound up with three or four nominees from the floor they may wind up losing two or three incumbents, and that's why I think George wants to try to put it over like he did two years ago, and just reelect all the present members. Now, ofcourse it would be well, if there was an understanding, that you would resign after about six or seven months, and that I then would be elected or chosen by the other members of the Board to serve out your unexpired term. George knows your feeling in the matter, and I hope that a majority of the Board members also know you feeling in the matter, so that in that case we should go along with them, and then you could retire from the Council after about eight or nine months, and we take our chances.

Fraternally yours,

C. L. Dellums

C. L. Dellums

CLD:cr

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

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WILLIAM H. BOWE
International Secretary-Treasurer

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

August 26, 1969

Mr. A. Philip Randolph, President Emeritus
Brotherhood of Sleeping Car Porters
280 9th Avenue, Apt. #5B
New York, New York 10001

Dear Chief:

Replying to your letters of August 21st, first, in reference to the pension fund for the International Officers who are not now provided for:

Frankly, my big worry now is that we have sufficient funds on hand to protect and guarantee the pensions we are now commited to. I am planning to see if I can find some free way or very cheap way of having an actuary look into our present commitment and see how much money we need to protect it. At the present time, we are paying out $35, 702.73 per year to our present pensioners, and this amount will not be reduced, we certainly hope it will not, for the next two years, after which time yours and Bennie's will be reduced. But projecting to the future, is where we need some actuaries' opinion, because all of our covered peoples are not yet on pension since I am left.

Now the question to be determined, would be how much money would be needed to provide some kind of pension for six more couples, which I think you have in mind. This would be substantially the same number of people involved in the present pension plan, but the only difference would be there wouldn't be as much money involved, but obviously it would be substantial, because Brother Bowe is the only one of the people that you have in mind, that is within five years of being as old as I am. So, outside of the Bowes', I think an actuary would be talking about the other five couples as ten to twenty for the men, and I don't know how many years for their widows. There certainly wouldn't be any point in attempting to get up something without some assurance of it being guaranteed.

During the last ten months we spent approximately $80,000.00 more than we collected from our normal sources of income. Our treasury went down approximately $30,000.00 only because we collected over $50,000.00 from the men who took severance pay. And, ofcourse you know that was a one shot deal. So, you can see we are still operating with an at least $8,000.00 a month defecit. I imagine Brother Bowe or McLaurin had reported to you what transpired in the last Board meeting. But, at any rate the Board levied a $50.00 tax, one half of it to be paid this year, not later than November 30th, and the other half not later than July 31st of next year. In examining our membership, it looks like our membership is closer to 1500 now than it is to 2000. And, incidentally I might point out right here, that Blanchette, Crowder and Shackelford each separately came to me seeking a raise in pay. So, I think you can see that right now we have a far more serious problem in trying to protect what we have, and what we are commited to, because we cannot continue with 1500 members at $10 a month each.

And frankly, I don't think we would get to first base, trying to raise a pension fund through pension fund parties. As you know, we have just about had to abandon efforts of raising any kind of money through local activities. Our membership is too small, our members are too old, and we are largely unknown in the present Negro community. So, when I see you at the Convention we will talk about this some more.

Fraternally yours,

C. L.

C. L. Dellums

CLD:cr

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

T. D. McNEAL
International Vice President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

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MOnument 2-5080 - 1

WILLIAM H. BOWE
International Secretary-Treasurer

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

September 5, 1969

TO: Messrs. McNeal, Bowe, McLaurin and Shackelford and Randolph

FROM: C. L. DELLUMS

SUBJECT: INTERNATIONAL PRESIDENT DELLUMS' ITINERARY September 9-22-69

Expect to leave my office in Oakland Tuesday, September 9th at 11:00 AM enroute to Los Angeles. Expect to remain in Los Angeles September 10th through September 19th. Expect to be back in Oakland on the AM of Saturday, September 20th. While in Los Angeles will be stopping at the Los Angeles Travelodge, 1710 West 7th Street, Los Angeles, California 90017, phone-HU 3-3470.

November 12, 1969

Mr. Leroy J. Shackelford Jr., President
Chicago Division, B. S. C. P.
431 South Dearborn St., Suite 1224
Chicago, Illinois 60605

CC: Members-International
Executive Board, B. S. C. P.

Mr. U. C. Crowder, Sece-y-Treas.
Chicago Division, B. S. C. P.
431 South Dearborn St., Suite 1224
Chicago, Illinois 60605

Dear Sir and Brothers:

The enclosed copy of a letter I wrote Brother Bowe is self-explanatory. I know that the raise isn't the amount both of you brothers requested, and actually they are not based upon the merits of your request. I am very conscious of the fact, that at the present cost of living, none of the officials of the Brotherhood are drawing enough money. Sorry, that I couldn't see myself clear in proposing as much as you brothers wanted, but frankly, I had to do a lot of soul searching to recommend anything. Not because I didn't want to pay you brothers more, but because and solely because of the Brotherhood's financial condition. I am sure you fellows realized, that we are trying to find a way to "Save the Brotherhood" and maintain it as a free and independent International union. We face a simple choice, that is, saving the Brotherhood or turning it over to one of the other unions. This actually means that the other union, the white union, would hire ONE NEGRO to represent "their" members working for the railroads. I haven't the slightest idea how much they would pay "their Negro", but I am sure it would depend upon the amount of income they got from the former members of our Brotherhood. None of them would run very much in the red on our people.

Now, if we have to "fold up" and merge with one of the white organizations, and a merger means just what I have referred to above, naturally as long as I am physcially and mentally able to carry on, I would be the Negro they hire, if I wanted it. Who would be next ofcourse is the big question mark. As I see it, it would be best for all of us, and none of us are youngsters anymore, to do everything within our power to save the Brotherhood. I think its better to have these "fair" jobs, than none at all. I believe we can maintain the Brotherhood, if all of us are very economical with Brotherhood expenditures until the next Convention, then we will have quite a job on our hands. Brother Bowe says he definitely will not stand for reelection, and you know, Brother McNeal says he wont, so you see we are facing almost a complete reorganization, even if we can Save the Brotherhood. So, I hope you brothers don't feel bad, and I am hoping to receive the wholeheartedly cooperation and spirit of everyone in our effort to save the Brotherhood. I think I see at least two offices being closed, and certainly no more increases in pay for nobody, and a possibility of a little cut in pay for the International Officers if necessary. At the moment, I am afraid new members isn't in the picture, at least not enough to do us much good. And, I am afraid we have not reached the bottom in our membership, since railroads are still trying to take off trains, and you know they can take off cars without ICC.'s permission. Finally, again I hope you can understand my feeling and position at this time. With very best personal regards, I remain

Fraternally yours,

C. L. Dellums

CLD:cr

November 12, 1969

Mr. William H. Bowe, Secc-y-Treas.
Brotherhood of Sleeping Car Porters
103 East 125th Street, Suite 710
New York, New York 10035

CC: Messrs. Shackelford and
Crowder and
Members-International
Executive Board, B.S.C.P.

Dear Brother Bowe:

As you know, I recommended to the members of the International Executive Board, that a raise of $50.00 per month be granted to Brother Shackelford, effective October 1, 1969, and a raise of $40.00 per month be granted to Brother Crowder, also effective October 1, 1969. A majority of the members of the Board have returned their ballots, and all of them voted for the raise for both brothers, therefore the proposal is carried. You ofcourse will change your records to this effect, and send them their back pay for October.

Fraternally yours,

C. L. Dellums

CLD:cr

COOPERATING RAILWAY LABOR ORGANIZATIONS

G. E. Leighty - Chairman
Railway Labor Building
400 First Street, N. W.
Washington, D.C. 20001

John J. McNamara-Treasurer
Fifth Floor, VFW Bldg.
200 Maryland Avenue, N.E.
Washington, D.C. 20002

March 4, 1970

Mr. R. C. Pfenning, President, ATDA
Mr. R. H. Wachowiak, President, RYA
Mr. J. P. Tahney, President, ARSA
Mr. C. L. Dellums, Int'l, President, BSCP

Subject: Group Policy Contract GA-23000

Dear Sirs and Brothers:

With reference to the letter and agreements hereto.

We made you parties to the National Agreement with the Carriers so you would not be required to enter into signed agreements with the Carriers Conference Committees to cover employes you represent on the railroads they are authorized to represent, as has been necessary in past changes.

I will furnish you with a copy of the suggested information to furnish to your General Chairmen on the Carriers where conferences were recessed or standby agreements were reached so you may handle with your representatives on those properties in line with the activities of the other Organizations involved. These railroads are Carriers which have, for some reason or other, failed to authorize the Carriers Conference Committee to represent them.

I also wish to call Brother Dellums' attention the provisions in the agreement whereby we agreed to continue the retired employes life insurance for those employes who have retired from the service of the Pullman Company.

Fraternally yours,

G. E. Leighty, Chairman
Cooperating Railway Labor Orgs.

P. S. This letter is sent out to call your attention to the last paragraph. I am sending copies to all secretary-treasurers and presidents of Sleeping Car Divisions, & Board Members.

C. L. Dellums

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

T. D. McNEAL
International Vice President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

BROTHERHOOD of SLEEPING CAR PORTERS
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Affiliated with the AFL-CIO/CLC
INTERNATIONAL HEADQUARTERS
217 WEST 125th STREET - Room 301
NEW YORK, N. Y. 10027
MOnument 2-5080 - 1

WILLIAM H. BOWE
International Secretary-Treasurer

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

June 12, 1970

TO: ALL OFFICIERS AND MEMBERS - BROTHERHOOD OF SLEEPING CAR PORTERS

FROM: C. L. DELLUMS

There is a possibility that the Brotherhood of Firemen and Oilers will call a strike for 12:01 AM June 20th. Please do what you can to notify our members, that the policy of the Brotherhood is, to respect any and all picket lines of any railroad union. The best policy for our men to follow is to do what the conductor does, because on the train he is their boss. So, if the conductor does not cross the picket line, then our members must not cross. Please impress upon the men that that is the Brotherhood's policy, and there is no need for the union to call upon them every time there is a strike.

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

T. D. McNEAL
International Vice President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

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MOnument 2-5080 - 1

WILLIAM H. BOWE
International Secretary-Treasurer

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

June 23, 1970

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD - CC: L. J. SHACKELFORD

FROM: C. L. DELLUMS

SUBJECT: RANK AND FILE ACTION CONFERENCE

Enclosed you will find a call for a national rank and file action conference. There is quite a bit of literature being circulated concerning this conference. They are also circulating petitions addressed to all leaders of organized labor, calling on the leaders to do certain things.

I know of no national or international union that is supporting this conference, and it definitely isn't supported by the R. L. E. A., and it is recommended that if any of the officers and members of our organization receive anything on this conference, that it just be disregarded.

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

T. D. McNEAL
International Vice President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

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NEW YORK, N. Y. 10027
MOnument 2-5080 - 1

WILLIAM H. BOWE
International Secretary-Treasurer

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

June 23, 1970

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD - CC: L. J. SHACKELFORD

FROM: C. L. DELLUMS

SUBJECT: 1970 MEETING OF THE INTERNATIONAL EXECUTIVE BOARD

The International Executive Board will convene promptly at 9:30AM on Thursday, July 30th in Chicago. In order to have the Agenda made up and sent to each member in advance, you can start sending in items now, and I would appreciate receiving them not later than July 15th. Additional items can be added ofcourse at the meeting, but it will be most helpful if we can have everything on the Agenda in advance. From the advance information I have, the Agenda will be short, and there should be no trouble in completing the meeting in one day, but if its necessary to go over to the next day we shall ofcourse do so.

2

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THE LIBRARY OF CONGRESS

A. PHILIP RANDOLPH
International President

BENNIE SMITH
1st International Vice-President
1308 Broadway, Room 305
Detroit, Michigan 48226

C. L. DELLUMS
2nd International Vice-President
1716-18 Seventh Street
Oakland, California 94607

BROTHERHOOD of SLEEPING CAR PORTERS
Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

PACIFIC COAST HEADQUARTERS
1716-18 SEVENTH STREET
OAKLAND, CALIF. 94607
Tel. Twin Oaks 3-0894

WILLIAM H. BOWE
International Secretary-Treasurer

T. D. McNEAL
3rd International Vice-President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

August 6, 1970

TO: MESSRS. T. D. MCNEAL AND W. H. BOWE, INTERNATIONAL VICE PRESIDENT AND INTERNATIONAL SECRETARY*TREASURER

FROM: C. L. DELLUMS

Enclosed you will find a rough draft of the Brotherhood's monthly payroll as of now. I refer to it as a rough draft, because the mathematical work was done only once, and I didn't take time to double check them, but I feel pretty certain that they are substantially correct. You will note, that we have a total payroll of $13,703.17 a month. Obviously, this doesn't cover any overtime for any of the girls, it is just the basic payroll. Now, since the International office receives $8.50 from each month's dues, then I think you can see that it takes a little over 1600 members' dues just to meet the basic payroll. Obviously, there are many other expenses to maintain the five offices we now have, to say nothing of per capitas we have to pay for affiliations, our monthly Travelers' bill, travel and per diem. As a matter of fact, you can review the Auditor's report to get an idea of how much more it requires to maintain the Organization, and even though I am not as optimistic as you two brothers, I am not ready to throw in the sponge. But it seems perfectly obvious to me, that we are going to have to cut down more. There just didn't seem to be sufficient sentiment at the Board meeting to start taking action before it is too late. I can tell you now , that certain things are going to have to be done, and we aren't being smart by continuing to put it off. Number One, the girls in the International office will have to be reduced to three. And my advice to Brother Bowe, is to make every effort to find two of those girls other jobs as soon as humanly possible. And number two, the Canadian office is going to have to be closed. Brother Blanchette is just going to have to be willing to work out of his home, and use temporary help when it is absolutely necessary, because the girl isn't going to be able to be kept on a full time payroll. These two aren't the only things that are going to have to be done, but it seems to me, these two cannot be postponed much longer.

When I returned to my office, I found that the Interstate Commerce Commission had granted the Southern Pacific's request to reduce the Cascade, Oakland-Portland, to three days per week, which eliminated twelve of the twenty-four men working on that train. Obviously, our membership hasn't stabilized yet, which means that it is going to get even smaller than it is now, and it isn't wise to figure on the present membership under the present condition of so many railroads trying to get out of the passenger business.

If you have any comments or observations on this, I will be more than pleased to hear from you.

Fraternally yours,

C. L. Dellums

CLD:cr
CC : Mr. A. Philip Randolph
Mr. B. F. McLaurin
Mr. A. R. Blanchette
Mr. A.R. Dailey
Mr. Clement J. Smith
Mr. W. C. Issacs

Enc.

BROTHERHOOD OF SLEEPING CAR PORTERS

NINE PENSIONERS

RANDOLPH, AP
SMITH, BENNIE
WILSON, HALENA
TUCKER, ROSINA C
BRADLEY, EJ(MRS)
PATTERSON, T (MRS)
MILLS, JOHN C (MRS)
TOTTEN, ASHLEY L (MRS)
WEBSTER, ELIZABETH (MRS)

Total	$2982.66 a month

SALARIES FOR 7 MALE OFFICERS ON THE PAYROLL AS OF 8-5-70

DELLUMS, CL
MCNEAL, TD
BOWE, WH
MCLAURIN, BF
BLANCHETTE, AR
SHACKELFORD, LJ
CROWDER, UC

Total	$6475.84 a month

GIRLS ON PAYROLL IN OFFICES OTHER THAN NEW YORK AS OF 8-5-70

ROSE, C (President Dellums' office)	$ 368.28 a month
PALMER, O (Vice Pres. McNeal's office)	$ 453.06 a month
HELM, P. (SHACKELFORD's office)	$ 520.00 a month
MARCELLIN, L (Blanchette's office)	$ 368.33 a month

OTHER EMPLOYES ON NEW YORK MONTHLY PAYROLL AS OF 8-5-70

BOWENS, H	$ 390.00 a month
HASSELL, I	$ 368.33 a month
JOHNSON, A.	$ 455.00 a month
Pemberton, E	$ 585.00 a month
RODWELL, M.	$ 476.67 a month
DURANT, B	$ 260.00a month
Total	$4244.67 a month

GRAND TOTAL	$13,703.17 a month

THE FOLLOWING 2 DOCUMENTS ARE PHOTOCOPIES.

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THE LIBRARY OF CONGRESS

American Train Dispatchers Association

NATIONAL HEADQUARTERS
10 EAST HURON STREET
CHICAGO, ILLINOIS 60611

C. R. PFENNING
PRESIDENT

August 11, 1970

Mr. C.L. Dellums, International President
Brotherhood of Sleeping Car Porters
1716-18 7th Street
Oakland, California - 94607

SUBJECT: *NATIONAL RAILROAD ADJUSTMENT BOARD*
Third Division - B-of-SCP

Dear Brother Dellums:

This in reference to your letter of August 4, 1970 wherein you advise of the withdrawal of your organization from participation in the Third Division, N.R.A.B.

We are most sorry to learn that conditions force this move and we sincerely hope the trend will change.

Fraternally yours,

Charles R. Pfenning
President

cc: Mr. C.J. Chamberlain [2]
Mr. H.C. Crotty
Mr. C.L. Dennis
Mr. E.S. Miller
Mr. W.H. Bowe
Mr. J. Taylor Soop

A. PHILIP RANDOLPH
International President

[redacted]

C. L. DELLUMS
[redacted] International [redacted] President
1716 Seventh Street
Oakland, California 94607

BROTHERHOOD of SLEEPING CAR PORTERS
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AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

U. C. CROWDER, Secretary-Treasurer
[redacted]
CHICAGO, ILLINOIS 60653
[redacted]

WILLIAM H. BOWE
International Secretary-Treasurer

T. D. McNEAL
[redacted] International Vice-President
[redacted]
Chicago, Illinois 606[redacted]

L. J. SHACKELFORD, JR.
International Field Representative

NEW ADDRESS:
431 So. Dearborn St. — Suite 1224
CHICAGO, ILLINOIS 60605
PHONE: 427-5347

August 13, 1970

C. L. Dellums
International President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California 94607

Dear Brother Dellums:

Please refer to your letter of August 10, 1970, regarding conference with managements of Midland and Fort Dearborn Hotels. This is to advise that I conferred with Mr. Robert Klick, sales manager of Midland Hotel today. I pointed out to him that the Brotherhood would like to consider the Midland Hotel for it's 1971 convention, and also as headquarters for our International officers while they are in town between conventions.

He asked how many delegates we would have at our convention, and I gave him an approximate figure of 150. He wanted to know the date we had in mind for the convention, and whether it would be over a week-end. I told him that I could not answer those questions at this time, but I would have the answer after reporting back to our International President. He said that he would list the Brotherhood under the Federal rate which would be $13 for a single room with TV, bath, and all new fixtures. Federal rate for a single room with twin beds is $17. He explained that the Federal rate is a reduced rate extended to government agencies.

I looked at the rooms and they are very nice. I think the rooms and the location is superior to that of the Fort Dearborn.

A. PHILIP RANDOLPH
International President

[redacted]

C. L. DELLUMS
[redacted]International [redacted]-President
1716 Seventh Street
Oakland, California 94607

BROTHERHOOD
of
SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

U. C. CROWDER, Secretary-Treasurer
[redacted]
CHICAGO, ILLINOIS 606[redacted]
[redacted]

WILLIAM H. BOWE
International Secretary-Treasurer

T. D. McNEAL
[redacted] International Vice-President
[redacted]
Chicago, Illinois 606[redacted]

L. J. SHACKELFORD, JR.
International Field Representative

NEW ADDRESS:
431 So. Dearborn St. — Suite 1224
CHICAGO, ILLINOIS 60605
PHONE: 427-5347

August 13, 1970

The restaurant is nice also. It is an ideal place for a convention of our size. There are several meeting rooms on the mezzanine floor of the Hotel. The address of the Hotel is 172 West Adams Street. The telephone number is (312) De 2-1200. With regard to the material left in Chicago by you in April, it was mailed to your office on August 7, 1970. You should have it by now.

Fraternally yours,

Shack

L. J. Shackelford, Jr.

jas

October 14, 1970

Mr. William H. Bowe, Sece-y-Treas.
Brotherhood of Sleeping Car Porters
103 East 125th St., Suite 710
New York, New York 10035

Dear Brother Bowe;

As you know, I am a member of the Advisory Council on Minority Business Enterprise, and I am planning to attend a meeting of it in Washington, D. C. on November 6th/. Since the federal government will pay the expenses for this trip, I felt it would be adviseable to take advantage of it, since the additional expense will not be too high, by coming to New York first. So, I am planning to fly to New York on Monday, November 2nd, then I will have Tuesday and Wednesday I can spend with you and Brother Greene, sometime in the office, and ofcourse I want to visit with the Chief. I plan to go down to Washington on Thursday, November 5th for this meeting, and then leave Washington on the early morning of the 7th back to Oakland.

So please reserve me a room at the hotel for three nights, beginning with Monday, November 2nd. I don't recall making a trip from New York to Washington, so I haven't the slightest idea which is the best way to make the trip, and would appreciate your suggestion on this end of the trip.

Brother Greene, since I want to spend as much time with you as possible, I hope that it will not be asking too much, nor will it inconvenience you too much, to meet me upon arrival in New York, and take me on to the hotel and have dinner with me. But please remember, that if this will inconvenience you too much, I will not feel bad about you not doing it.

Fraternally yours,

C. L. Dellums

CC: Messrs. McNeal and Greene
and Chief

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

T. D. McNEAL
International Vice President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

BROTHERHOOD
of
SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC
INTERNATIONAL HEADQUARTERS
217 WEST 125th STREET - Room 301
NEW YORK, N. Y. 10027
MOnument 2-5080 - 1

WILLIAM H. BOWE
International Secretary-Treasurer

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

October 16, 1970

Mr. A. Philip Randolph, President Emeritus
Brotherhood of Sleeping Car Porters
280 9th Avenue Apartment #5B
New York, New York 10001

Dear Chief:

There are no true records of the real early beginning of the Brotherhood here in Oakland. Henry West is still living and I have just talked with him, and his memory of the early days is not as good as mine, so I am going to answer your questions based upon my own knowledge and memory. I am almost absolutely certain, that the information I give in answer to your questions will be correct. There are some that I know the year, but not the month, and maybe there might be something in New York, though I doubt it, that will tell the answer to some of them, for instance, what month of 1927 did you make your second visit to Oakland, and my memory tells me that you came alone. At any rate, for those that I can answer I will answer them.

I think it best to answer the questions on a cassette recording, and mail it to you. Then you can play it back on your cassette recorder, and that will save the time and typing that would have to be done in my office.

Fraternally yours,

C. L.

C. L. Dellums

CLD:cr

Randolph

MEMORANDUM

November 27, 1970

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD, B. S. C. P.

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: VACANCIES ON THE BOARD

As you know, a special exception to the number of members of the International Executive Board was made at Brother Randolph's request for the purpose of putting Brother McLaurin on the Board, solely because he was the Eastern Zone Supervisor. As you also know, Brother McLaurin resigned from his position as Eastern Zone Supervisor, and I therefore declared his position vacant.

I think that you by now know, that Brother Clement J. Smith retired and turned in his resignation as a member of the International Executive Board, and in accepting his resignation, I also declared his membership on the Board as vacated. That brought the Board down to three officiers and three lay members, which is one lay member short of the constitutional requirements. You will recall, that Vice President McNeal is retiring as of the first of the year, creating a vacancy in that position.

I am hereby appointing Brother Leroy J. Shackelford Jr., of Chicago as International Vice President for the unexpired term. I am recommending the salary of Brother Shackelford to be the same salary now being drawn by Brother A. R. Blanchette. Brother McNeal is still the secretary-treasurer of the St. Louis Division, and I am hereby appointing Brother McNeal to the International Executive Board as a lay member. I am making this appointment, in order for Brother McNeal to attend the pre-convention Board meeting as a member, and we will have the value of his services in the convention. Please state your position on these recommendations on the enclosed card and return it to me.

Fraternally yours,

C. L. Dellums

C. L. Dellums

CLD:cr
Enc.

December 4, 1970

MEMORANDUM

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD, B. S. C. P.

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: Salary for L. J. Shackelford Jr., effective January 1, 1971
as International Vice President

When I submitted the recommendations of November 27, 1970, I was not satisfied with the recommended salary for Brother Shackelford. After giving further thought to it, and more realization to the responsibilities he will have to accept, I wish to hereby make a further recommendation, that instead of his salary being the same as Brother Blanchette's, that his salary be $950.00 per month.

As you know, my number one desire is to keep the Brotherhood free and independent as long as it is financially possible and feasible. I'm hoping that the men who succeed Brother McNeal and myself, cannot and should not expect to receive as much pay as we are drawing, meager as they are, solely because the money is just not there. Frankly, my thinking had been that the salary of the next vice president would be $900.00, and the next international president would be $1000.00. Hopefully by the time of the next convention the new Railpax setup will be crystalized, and we will be able to know our membership, therefore our income, and hopefully we will have sense enough to govern ourselves accordingly. It seems to me, that it ought to be obvious, that the new setup will not employ as many men as are working right now. Never-the less, I still recommend the $950.00 for Shackelford, and we may have to readjust everybody's by the time of the next convention.

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

T. D. McNEAL
International Vice President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

BROTHERHOOD of SLEEPING CAR PORTERS

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SOUTH-WEST ZONE HEADQUARTERS
GATEWAY NATIONAL BANK BUILDING
3412 NORTH UNION BOULEVARD
ST. LOUIS, MISSOURI 63115
EVergreen 3-4221

WILLIAM H. BOWE
International Secretary-Treasurer
217 West 125th Street
New York, N. Y. 10027

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

December 4, 1970

TO: Correspondents with our St. Louis Office

FROM: T. D. McNeal

SUBJECT: Closing of our St. Louis Office

In connection with my retirement on December 31, 1970, the organization is closing its St. Louis office, effective December 15, 1970.

During the period December 15 through December 31, 1970, I will handle union matters from my home at 4772 Palm Street, St. Louis, Mo. 63115. My home telephone number is: area code 314 - 382 - 2133.

Effective January 1, 1970, union matters formerly handled by me will be taken over by Mr. L. J. Shackelford, International Vice President, Brotherhood of Sleeping Car Porters, 431 S. Dearborn Street, Suite 1224, Chicago, Illinois, 60605, and all correspondence now being directed to me should then be addressed to him.

Very truly yours

T. D. McNeal

T. D. McNeal
International Vice President

TDM/op

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THE LIBRARY OF CONGRESS

December 14, 1970

Mr. C. L. Dellums, Intl. President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Dear Brother Dellums:

I would like to hear from you further about transferring the international headquarters of the Brotherhood to Denver, Colorado. I had a chat with Brother Bowe about it and I wanted to give you my thinking about it. Since the change involves matters of economy and problems of operation, it is a vitally important problem for discussion.

I have the feeling that the establishment of the international headquarters in Chicago would be preferable for the following reasons: (1) Brother Shackelford and Brother Crowder, because of their practical experience, could handle the problems under your direction quite effectively. (2) Since Chicago is near St. Louis and Brother McNeal has directed it since the passing of Brother Webster, the judgement of McNeal would be easily accessible, and even though Brother McNeal will be getting down himself, I am sure he would be willing to help Brothers Crowder and Shackelford solve any difficult problem of organization which may arise.

Now, I am sure that anybody you and Brother McNeal select to handle the Brotherhood's business is capable and reliable. I, however, wanted to suggest giving further consideration to placing the Brotherhood's headquarters in Chicago rather than Denver.

As a matter of fact, the international headquarters of the Brotherhood of Sleeping Car Porters is organizationally and logically where the International President is. Of course, I know that you don't want to take on any additional responsibilities, but if the headquarters are not in New York City where the International Secretary-Treasurer now is, (and since Brother Bowe will step down too in the not distant future) I would think it would be practical to give some thought to electing Brother Shackelford as International Secretary-Treasurer and Brother Crowder as an International Vice President.

Of course, I know whatever is done by you will be to the best interest of the Brotherhood.

Fraternally yours,

A. Philip Randolph

December 14, 1970

Mr. C. L. Dellums, Intl. President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Dear Brother Dellums:

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Of course, I know whatever is done by you will be to the best interest of the Brotherhood.

Fraternally yours,

A. Philip Randolph

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

T. D. McNEAL
International Vice President
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St. Louis, Missouri 63115

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MOnument 2-5080 - 1

WILLIAM H. BOWE
International Secretary-Treasurer

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

December 18, 1970

Mr. A. Philip Randolph, President Emeritus
Brotherhood of Sleeping Car Porters
280 9th Avenue Apartment #5B
New York, New York 10001

Dear Chief:

All of us was in accord that when Brother Bowe retired we would move the headquarters, and ofcourse were all at that time agreed, that Chicago would be the logical place. I had in mind for sometime, that Shackelford would probably be the one to take it, but after McNeal said he definetly was going to retire the first of January, and that it was on his doctor's orders, that changed things. With McLaurin gone, and now McNeal and Bowe leaving, it kind of leaves me all alone. We have to have a Vice President, and a Secretary-Treasurer, since the constitution does not provide for combining those offices. So then, I had to look around and see who was available and with a little knowledge to recommend for Vice President, and so as you know, I recommended Shackelford and the Board approved it. Next, I didn't think it wise to wait until the convention to make a determination on who was the best man we had for Secretary-Treasurer. I talked with McNeal and McNeal talked with Bowe, and then I wrote Bowe, and all three of us agreed, that to the best of our knowledge Seymour, the Santa Fe System Secretary-Treasurer, was the best man we had. After all three of us agreed on Seymour, I had McNeal then to start talking with Seymour. We asked Seymour would he move to Chicago, because that would be the logical city to move the International Office to. Seymour said he wouldn't move to Chicago, but if necessary would commute to Chicago, and no doubt spend four or five days every week in Chicago, and the weekend in Denver. However, he said if we could move the headquarters to Denver he would accept the position for $800 per month salary, he would convert the lower floor of his home into the International office, and only charge $100 a month rent. Brother McNeal informed me, that Mrs. Seymour has had some special education in bookkeeping, and he considered her a very efficient lady. Mr. and Mrs. Seymour said if it was moved to Denver, she would work with Brother Seymour in keeping the books for $400 a month, and its their belief, that with the small memberhsip we have, the two of them could take care of everything without any additional help.

This seemed to be the very best possible arrangement that could be made Chief, and obviously if we're going to attempt to remain independent, we will have to cut expenditures drastically. Let me call your attention to the fact, that when I checked up a couple of months ago, we had substantially the same amount of money in the treasury we had when the $50 assessment was levied. The records indicate, that we collected $70,000.00 from the assessment. Obviously, this means that without the assessment, we would have gone $70,000.00 in the red, within the period roughly of one year. I don't think we will have another assessment soon, and under the new setup known as Railpax, our membership is going to be cut still further.

I see you didn't know, that Brother Crowder is taking his pension in January. Now, I am sure Brother McNeal will give whatever assistance his health will allow. I've asked him to stay in touch with Brother Greene and help train him. As you know, when Brother Greene was first appointed to supervise the Eastern Zone, I asked Brother McNeal to go to New York and spend about three days there with Brother Greene as kind of a training session, and Brother McNeal did so. So after the first of the year, Brother McNeal will advise Brother Greene and Brother Shackelford, and give any assistance to the Brotherhood that he feels that he can give without jeopardizing his health. So you see Chief, with things developing as they did, and as they are, I think the tentative arrangements that I have explained to you here is the best that could be done. With this Railpax setup coming in, I am not too certain if the Brotherhood will be able to continue to maintain its independence, even with the obvious deductions in operating cost after next year, with the headquarters being transferred to Denver.

I am sorry that the meeting of that baloney committee of your President's, that was scheduled for November 6th was cancelled, because I was looking forwards to coming by way of New York, and having sometime to spend with you.

Fraternally yours,

C. L.

C. L. Dellums

CLD:cr
CC : Mr. T. D. McNeal
Mr. W. H. Bowe

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607
L. J. SHACKELFORD, JR.
[redacted]
International Vice President
[redacted]
431 S. Dearborn St., Suite1221
Chicago, Illinois 60605

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MOnument 2-5080-1

WILLIAM H. BOWE
International Secretary-Treasurer
L. H. GREENE, JR.
[redacted]
Eastern Zone Supervisor
[redacted]
103 E. 125th Street
New York, New York

January 15, 1971

"MEMORANDUM"

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD, B. S. C. P.

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: POLL TAKEN ON RECOMMENDATIONS MADE TO THE BOARD ON NOVEMBER 27, 1970, and THE ONE MADE IN DECEMBER TO BECOME EFFECTIVE JANUARY 1st, 1971

First, on the first vote taken based upon the President's recommendation of November 27th; everyone voted for it but Brother Blanchette, who voted against the recommendation with a notiation, that he wasn't opposed to Brother Shackelford becoming Vice-President effective January 1st, 1971.

On the other recommendation, which was a change in the recommended salary for Brother Shackelford; the vote was unamious, but Brother Blanchette put a note on the back of it, which indicated that he felt that it was still not enough money for Brother Shackelford, because he felt that he should receive $975.00 per month.

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607
L. H. SHACKELFORD, JR.
[redacted]
International Vice President
[redacted]

431 S. Dearborn St.
Chicago, Illinois 60605

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WILLIAM H. BOWE
International Secretary-Treasurer
L. H. GREENE, JR.
[redacted]
Eastern Zone Supervisor
[redacted]

103 E. 125th St.
New York, New York

February 3, 1971

Mr. A. Philip Randolph
President Emeritus
Brotherhood of Sleeping Car Porters
280 9th Avenue Apartment #5B
New York, New York 10001

Dear Chief:

Referring to yours of January 25, 1971, concerning the placing of your papers in The Library of Congress, and also certain historical data of the Brotherhood.

I think its a good idea, and I'm in favor of turning over to them any and all of the historical data that they want. As you know, when the International office is moved to some other city, we more than likely will not be able to keep everything together that have accumulated there in New York over a period of more than forty years. This is just another reason why we should take advantage of every opportunity to preserve this historical data.

Fraternally yours,

C. L.

C. L. Dellums

CLD:cr
CC : Mr. John C. Broderick

February 9, 1971

Mr. L. J. Shackelford, Jr.
International Vice President
Brotherhood of Sleeping Car Porters
431 South Dearborn St., Suite 1224
Chicago, Illinois 60605

Dear Brother Shackelford:

I had overlooked commenting on the Midland Hotel's letter to you dated January 22nd, since I have written you several times since reciving it. Everything sound like a good deal. Am I right in assuming that the Lincoln Parlors are committee meeting rooms? If that is the case, we certainly will not need one for Wednesday, because we should be winding up Wednesday afternoon.

I also assume that the ballroom is the room where the convention itself will be held. Incidentally, what will be the price for the dinner-dance tickets? Did you have in mind that the Brotherhood would furnish a ticket to the delegates and their guests free, but that all others would pay for theirs?

Now on the rooms; we will need seven and possibly eight rooms, some beginning with Wednesday night, and ending the following Thursday, a total of eight nights. The Wednesday I am speaking about is the Wednesday before the convention. I plan for the International Executive Board to meet at 9:30 AM on Thursday September 9th. Then on the morning of September 10th, the executive board will meet as the pre-convention resolutions and constitution committee. I plan to arrive in Chicago myself not later than Wednesday the 8th, and if it appears to be adviseable I will come in sooner. I will not plan to leave Chicago until either Friday or Saturday, September 10th or 11th. I am hoping that this baloney committee of your president's, that I am on will hold its next meeting the latter part of April or May. If it does I hope to be able to attend, so that on thetrip I could spend a day in Denver, and two or three days in New York, and possibly a day in Chicago. If this comes about the federal government will pick up the tab for a round trip flight from here to Washington, and then the Brotherhood would have the added expense of these side and stopover trips.

I am assuming that you sent copies of the hotel's letter to Brother Bowe and also Brother McNeal.

Fraternally yours,

C. L. Dellums

CC. Messrs. Randolph
Isaacs
Blanchette

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

LEROY J. SHACKELFORD, JR.
Acting International Vice President
431 South Dearborn Street
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103 EAST 125th STREET - Suite 710
NEW YORK, N. Y. 10035
Phone: 212-348-2245

WILLIAM H. BOWE
International Secretary-Treasurer

L. H. GREENE, JR.
Eastern Zone Supervisor
103 East 125th Street
Suite 710
New York, N. Y. 10035

February 18, 1971

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD, B.S.C.P.

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: NEXT MEETING OF THE INTERNATIONAL EXECUTIVE BOARD

The next meeting of the International Executive Board will be the 1971 Board Meeting, and will serve also as the pre-convention board meeting and will convene in Chicago at 9:30AM Thursday, September 9th, 1971 in the Brotherhood office.

Beginning Friday morning the 10th at 9:30AM the members of the Executive Committee will convene as the pre-convention members of the resolution and constitution committee. I am hereby appointing Brother Shackelford as the Chairman of the Committee. And, I am also suggesting that you brothers select Brother Greene as the Secretary of the Committee. Now I am appointing Brother Shackelford as the Chairman because he needs the experience, and Brother McNeal will be there to give any assistance that he needs in chairing such a committee. Brother Greene needs the experience of adting as Secretary, and Brother McNeal will be available to teach Brother Greene how to makeup the report to present to the Convention. And, ofcourse I will be around to give any advice, assistance or guidance that is needed and that I can render to all of the committees.

March 22, 1971

Mr. Lee W. Minton
Vice President-AFL-CIO
226 South 16th Street
Philadelphia, Pennsylvania 19102

Dear Brother Minton:

Your letter of March 2nd addressed to President Emeritus Randolph was forwarded to me. As Brother Randolph points out, we know the value of CARE and the role it has played in behalf of the impoverished.

As you may know, the only members we have in our organization are employed on passenger trains outside of dining cars. In other words, we represent the chair car and sleeping car porters and attendants. You also know that the overwhelming majority of thepassenger trains that were operating twenty years ago are no longer in existence. This means that we have lost at least 80% of our membership. And, its a question now of whether or not we can remain independent. I point this out, so that you can understand we will not be cooperating in CARE'S 25th anniversary celebration, not because of a lack of desire, but solely because of the lack of funds.

Fraternally yours,

C. L. Dellums

CLD:cr

CC : Mr. A. Philip Randolph
President Emeritus
Brotherhood of Sleeping Car Porters
280 9th Avenue Apartment #5B

New York, New York

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

LEROY J. SHACKELFORD, JR.
Acting International Vice President
431 South Dearborn Street
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WILLIAM H. BOWE
International Secretary-Treasurer

L. H. GREENE, JR.
Eastern Zone Supervisor
103 East 125th Street
Suite 710
New York, N. Y. 10035

April 1, 1971

Mr. A. Philip Randolph
President Emeritus
Brotherhood of Sleeping Car Porters
280 9th Avenue Apartment #5B
New York, New York 10001

Dear Chief:

I was very proud to hear from you and also learn that the Executive Council will hold its August meeting in San Francisco. Obviously, it would take something like an earthquake to prevent me from being available, other than illness or something over which none of us have any control.

You evidently never thought about how far Los Angeles is from Oakland. The earthquake really was in the San Fernando Valley, which is about thirty-five miles north of Los Angeles, and that's where the great damage was done. All we knew here about the earthquake was the same as your information, which came over the air. There were two or three very old buildings in Los Angeles itself that were damaged quite a bit, and I think there were two or three "winos" killed in one of those old buildings, which was a flop house. Otherwise, the damage in the city of Los Angeles was really minor.

I was planning to write you in another week or ten days in reference to the Brotherhood's next convention, so I may as well do it now. As you know, the Brotherhood's Convention will convene in Chicago on Monday, September 13th. I hope you can give some thought to writing a brief convention call for me. And, you might also give some thought to a few resolutions that our convention ought to handle.

I shall be looking forwards to seeing you, so that we can once again have some time together like we did for years, so we can sit around and talk about the "problems".

Fraternally yours,

C. L.

C. L. Dellums

CLD:cr

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A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

LEROY J. SHACKELFORD, JR.
Acting International Vice President
431 South Dearborn Street
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WILLIAM H. BOWE
International Secretary-Treasurer

L. H. GREENE, JR.
Eastern Zone Supervisor
103 East 125th Street
Suite 710
New York, N. Y. 10035

April 14, 1971

Mr. L. J. Shackelford, Jr.
International Vice President
Brotherhood of Sleeping Car Porters
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

Mr. L. H. Greene, Jr.
Eastern Zone Supervisor
Brotherhood of Sleeping Car Porte
103 E. 125th Street, Suite 710
New York, New York 10035

Dear Brothers:

I have just a few minutes ago settled with the Southern Pacific, but before I tell you about the settlement, let me tell you the major handicap we have in seeking an increase in pay at this time, and that is, we received a 3½% increase in pay effective 1-1-70; a 2% increase in pay effectiv 7-1-70; 3% effective 1-1-71, which is a total of 8½%.

Another handicap; I wanted our raise within a two year period or less, so that we would wind up with the same moratorium these other unions are winding up with, so that we wouldn't face this same problem again, and may even be able to get in on the next round of national negotiations, if we or someone else would be representing our men by then. The Company was agreeable to that, but harped upon the question of too much increase in one year, and since we received two last year, and had already received 3% this year, they argued that they couldn't grant too much in one year. I brought them up from their first offer, which would have made us wind up with a salary of less than $750.00, to a final offer, they said, of increases that would bring us up to $800.08 per month. I turned that down and after a few days, I thought of another angle, and that was to go back to December 31, 1969, and compare their dining car waiters' pay and the porters' pay, and at that time the waiters were getting $24.87 per month more than the porters. So I went back to them and took the position, that we just were not going to fall any further behind the waiters, and just wouldn't settle unless they came up to the same differential. They considered that for about a week, and then accepted.

Therefore, with the Southern Pacific we will get 2% based on the presen
~~based on~~

wage, which includes the 3% we have already gotten January 1st, and the new 2% will become effective April 1, 1971, plus the 32¢ an hour also effective April 1, 1971. Then October 1, 1971 5%; April 1, 1972 5%; October 1, 1972 5%, and April 1, 1973 25¢ an hour. This will bring the S.P. porters both chair car and sleeping car a salary of $807.35 per month when its all applied, which will be a overall increase of $215.03 per month.

Now I'm not satisfied with this, and I'm accepting it against my better judgement. Now let me point out another thing that's not the same with all Carriers; right now the men with the S.P. are drawing $592.32 per month, so the increases referred to above start with the $592.32 base, and that is the highest base in the nation. Then I have another situation with the S.P. I have a vacation agreement with them that provide for 7 days is a week's vacation at 8 hours per day. Now think what that means to a guy that will get 4 weeks vacation, which is 28 days at 8 hours per day, which will be 224 hours pay, where practically all other railroad men who get a 4 weeks' vacation will be paid for 160 hours. That's a difference of 64 hours and when you figure that at the hourly rate these S.P. porters will be getting, and see how much money that is, and then divide it by 12, you'll see what it actually means per month.

I know the other carriers will have this settlement by Monday, or damn soon thereafter, and you no doubt will have to accept the same thing, and you are hereby authorized to sign up for the same increases that I'm getting from the S.P. Brother Greene will deal with a carrier where we didn't get the 16%, and I don't mean the Seaboard where the men got food instead of all the 16%. I don't recall the carrier off hand, but Brother Greene will point out to them that we lost that 3% then, and try to get them to make it up this time, but if they refuse, you will go ahead and take the settlement just the same, if they grant it.

The agreement itself is suppose to be ready for signing Monday morning, and I should have copies to rush to you fellows few days thereafter.

Let me hear from everyone of you gentlemen your honest opinion of this settlement, and before you do, put yourself in my position, and ask yourself would you have accepted it.

Fraternally yours,

C. L. Dellums

CLD:cr
CC : Members of the International Executive Board

April 19, 1971

Mr. L. J. Shackelford, Jr.
International Vice President
Brotherhood of Sleeping Car Porters
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

Mr. L. H. Greene, Jr.
Eastern Zone Supervisor
Brotherhood of Sleeping Car Porte
103 E. 125th Street, Suite 710
New York, New York 10035

Dear Brothers:

Enclosed you will find a photo-copy of the Memorandum Agreement I signed with the S.P. this morning. I got a couple of photo-copies as soon as it was signed, because it will be a few days before they are run off the machines for general distribution. You will note, that there are a couple of items I didn't mention in my letter the other day. And, both are fringe benefits; the additional holiday which will become effective January 1, 1973, and the 5th weeks' vacation which also becomes effective in 1973. Further, the national agreements now are including this new EMERGENCY FORCE REDUCTION RULE.

There maybe and I feel certain will be another Memorandum drawn up shortly, because I think they overlooked a couple of items in the National Agreement that wasn't covered. At any rate, they told me this morning that if they did it wasn't intentional, and they will go back over it and so will I, and that anything else in the fringe benefits that's applicable we will draw it up as another Memorandum.

You will also note, that when we include the additional holiday it will bring the S.P. pay up to $810.28 per month, when it is all in effect, which will be a total increase of $217.96 a month for the S.P. men.

Now as I told you brothers in the letter last week, that you were authorized to accept the same settlement that I had accepted with the S.P. Now I didn't point out, that you weren't to offer that yourself, because if you can get any carrier to grant more,than you are to try to get them to do it. You will not mention the S.P. agreement if you can avoid it, but if they mention it, then tell them that we would be satisfied for them to just copy the S.P. Memorandum of April 19, 1971, by just taking out the Southern Pacific Transportation Company and inserting his railroad, and then ofcourse the last sentence showing when and where it was signed, and the only other change would be for the signature. And, there's always a sound argument for equalization of wages. As a matter of fact, the railroads of this country were notorious for keeping down pay as much as they could in the various sections of the country. The unions have for years been gradually bringing the lower paid ones up, and quite a number of them now have been equalized. Just recently an emergency board just handed down a decision for the signalmen, and part of that settlement was aimed at equalizing the pay, by bringing up the pay of those Carriers which was the lowest to equalize them with those that paid the most.

My memory tells me Brother Greene, that the Penn Central hasn't yet brought the pay of the former N.Y.Central sleeping car porters up to the standard sleeping car porters' pay, which is the amount the former Pennsylvani porters are now being paid. These negotiations now with that Carrier must be based upon the Pennsylvania Sleeping Car porters' pay, and that all of them now must be equalized.

I hope one of you brothers is successful in getting more out of your carriers than I did with the S.P., and you are certainly not authorized to take less, and I mean by that, not less than the percentages that became applicable on the dates in question. And, ofcourse the 32¢ and 25¢ per hour effective the same dates as the S.P.'s.

Please report the results of every conference you hold, so I will be kept informed.

Fraternally yours,

C. L. Dellums

CLD:cr
CC : Members of the International Executive Board

May 10, 1971

Mr. C. L. Dellums
International President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Dear C. L.

I will write up a few resolutions and I will send you a draft of a Call that can be used for the Convention.

In your last memorandum you indicated various improvements in wage rates for porters. You are to be congratulated on the extent to which you have raised the monthly wage of the porters. I was talking to Brother Bowe about it and he indicated that they had gotten some increases here, but not as extensive as yours. However, they look forward to getting other increases that will bring the porters' pay in this area up to the level you have reached.

I note that Amtrac is now in operation. It does not cover the entire country, however it is apparent that public opinion will continue to demand the extension of railway service over the entire nation. Sentiment in the Congress is strong for the rebuilding of the railroads; Senator Taft of Ohio has expressed himself forcefully on this matter. If little European countries can develop up-to-date and thriving railroad systems, certainly America ought to be able to do the same, and I think eventually it will. The plight of the railroads is also ascribable to the ruthless financial buccaneering of the mighty railway financiers. They had grown so powerful that they felt they were untouchable, but they had raped the railway system so mercilessly that it just couldn't go on.

I was in Chicago the other day attending a conference of the Randolph Institute and saw a number of the porters. We were glad to see each other. Of course, most of them were retired but they still had the fire of railroading in their hearts.

I will let you know the exact date I hope to be out in California.

Kindly remember me to Walter.

Fraternally yours,

A. Philip Randolph

June 2, 1971

Mr. C. L. Dellums
International President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Dear C. L.

Find enclosed convention call and a few resolutions you requested me to work up. I didn't do a large number of resolutions because I didn't think it was necessary. Also, I didn't say anything about the question of increased pay for porters since you are better prepared to do this as a result of the improved wages you have already won from the railroads.

Although Amtrak has been established it doesn't seem to offer much hope for railroad workers unless it is drastically improved with more changes in the setup.

C. L. Dennis is on the Executive Council and he seems to thank that the last round of negotiations with the railroads concerning wages have improved railway workers' income considerably. It would be helpful if you would contact him to determine whether the RLEA will hold meetings in San Francisco,during the time of the Council meetings in August, so you may attend them.

Will look forward to seeing you in San Francisco during the Executive Council meetings.

Fraternally yours,

A. Philip Randolph

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CONVENTION CALL

In this period when the economic and industrial life of the nation exists in varying moods of hope and despair, millions of Americans, including the haves and have-nots, turn to the unions and government for help.

Numerous proposals are being made to effect a solution of the economic problem, variously styled as a recession or depression. Like depressions and recessions that have hit the country before, beginning in the early part of the nineteenth century, the American economy will readjust itself and the industrial life of the country will become more hopeful. However, as the wheels of our economy turn by the competitive forces of production and consumption, the basis of another recession will be developed.

The question may be asked - Is there any remedy for these periodic epidemic recessions? The answer to this question connot be made with any air of certainty. Fundamentally, these periods, characterized by the wreckage of capitalist institutions and the life of the workers, have their roots in the production of more goods than the laboring masses can buy back with the wages they receive. Some small business enterprises and some of the great business leviathans are either wrecked or crippled without hope of recovery. Out of this economic and industrial debacle bigger and stronger capitalist enterprises and labor unions will emerge.

The hope of ordinary citizens, trade and industrial unions, as well as the conglomerates, will have no certainty of growth and development without the utilization of a more democratic and progressive state. Not only will the workers' unions be forced to develop their economic power to survive, but the great industrial enterprises can look to no stable and progressive future without the power of unions fighting for the life and future of their members, and the giant cooperatives manning the fortress for the protection of the ordinary consumer-citizen.

AMTRAK

The railway systems of the United States had to be practically wrecked and destroyed by mismanagement in order to shock the citizens and government into the realization that an important and socially valuable institution as railway carriers had to have the protection of government as an umbrella against the rain of recessions and ruthless competition.

Recognized as perhaps the biggest corporation in the world, the Penn Central System, which is a combination of the Pennsylvania Railroad and the New York Central Railroad, is an instance in proof.

Now, while Amtrak is a child of the combination of the Pennsylvania and New York Central Railroads, its birth suffers from the lack of a competent midwife to assure its life and health. The railway system known as Amtrak doesn't even have an extensive enough railway coverage to serve important areas such as Cleveland and the cross-country route from Chicago to railway terminals in California and Oregon. Before this railway system becomes hardened with the cement of use steps should be taken now to at least duplicate the former national structure of the railroads.

It should be obvious to the leaders of government and business that a country as large as the United States of America cannot move forward with requisite efficiency in supplying service to the people and the business community without a national railroad system. Even small countries of Europe are not without national railroads. Of course, economic and social conditions will force the United States to revive and improve railroads that cover the entire nation.

The history of the building and operation of railroads in this country indicates that a national railway system is not only indispensable but should be owned and operated by the government. Moreover, the establishment of a national railway system will also serve as one of the largest employers of labor in the country.

While Amtrak will help to meet the problem of transportation of passengers and freight it is far from being adequate. Though the American railway system did not exercise fair employment practices for workers of color, especially in the higher skilled areas, it was one of the largest employers of black workers in the nation.

It must be recognized that black workers, along with white workers, worked at laying the rails from coast to coast. Black labor should take a stand now and demand that the railway system and unions give black workers opportunity to work in all the areas of service on the railroads.

In this new railway program every single occupation, beginning with the engineer and running back to the flagman in the rear of the train, should include Negro employees. A Negro worker should not only be included in the running trades and the shops but also in all areas of office management.

Since it is proper and timely that black Americans sit on the United States Supreme Court, the highest office in the nation except the Presidency, Negroes should be part of the management of a new railway system.

No single organization in the country is more qualified to lead this fight than the Brotherhood of Sleeping Car Porters, with the powerful support of the American Federation of Labor and Congress of Industrial Organizations.

Although the membership of the Brotherhood of Sleeping Car Porters as well as the membership of all the railroad unions has been drastically reduced, it constitutes a great moral force in America. While the Brotherhood is not financially strong it still is a part of the American labor movement and enjoys its moral and economic support.

BSCP RESOLUTIONS

RACIAL VIOLENCE

From time to time militant black activists call upon Negroes to "get themselves some guns" for protection when trouble comes. This commitment to violence as the major strategy to seek basic social change is not only an exhibition of the sickness of infantile leftism but a dangerous form of mindless madness.

Violence settles nothing. In fact, violence begets violence. It does not inspire a forward march by the black avant garde to new fields of racial creativity but to reaction and failure. When violent confrontation between black and white people comes, the group which has the most guns, ammunition and money will win. The group which has but a few guns and little or no money will lose, regardless of race or color.

It would be a gross miscarriage of justice to blame black militants for their psychological delinquencies. Their racial behavior patterns have been formed and shaped by a half a thousand years of slavery and segregation and the most brutalizing form of violence ever visited upon human beings. When you add to this record of oppression of man's inhumanity to man decades of lynching and peonage, it is an act of unspeakable arrogance and stupidity to berate the American black man about violence.

Of course black people today should have sufficient common sense to understand that to place their reliance for the achievement of freedom and social justice upon throwing bricks in windows and setting houses afire will achieve nothing but the loss of life and freedom.

It is a postulate of Holy Writ that if you sow the wind you will reap the whirlwind. America has sown the wind and she is reaping the whirlwind.

The only true road to freedom is labor, political organization, and education. This is a simple remedy. It is the well-trod route of struggle down which all peoples who have won social justice and freedom have trod. Black America can travel no other road and win.

BLACK ANTI-SEMITISM

Though Negro anti-whiteism is a form of emotional irrationalism, it is a natural response to the conspiracy of white racism which enslaved and oppressed Negroes for over a quarter of a thousand years. But Negroes have no justification for the senseless bigotry of anti-Semitism.

Surely black people who have suffered from lynchings by white Christian Klansmen will not fail to support their Jewish brothers and sisters.

It is a matter of historic record that Jewish leaders have joined Negroes in practically every movement in the fight for civil rights and social justice. When Dr. W.E.B. DuBois began the National Association for the Advancement of Colored People, Joel Spingarn, a professor at Columbia University was at his side.

In this hour of trial and struggle on the part of the Jews to build and develop a homeland in Israel, black Americans have a moral obligation to stand by their side and support them. Not only because Jews have fought by the side of Negroes to win their battles for civil rights, but because it is morally right and sound that the Jewish people should have Israel as their home.

NEW BLACK CAUCUS IN CONGRESS

One of the concrete achievements of the Black Revolution is the advent of a new Negro caucus in Congress, consisting of black elected members to Congress from various areas in the country. It is distinguished with the presence of a number of young men and a brilliant and aggressive black woman.

This caucus has already demonstrated its concern about exacting a new deal of racial justice in the nation. It made its presence felt by the dramatic action of boycotting President Nixon's State of the Union address to the Congress. This strategy has already borne fruit, indicated by the fact that the President arranged a conference with the group and received a statement of suggestions designed effectively to wake up the country about the crisis of black America.

The President's reply to the suggestions is not considered satisfactory by the caucus. However, the group is to be congratulated upon this political strategy in making the President aware of the fact that the caucus means business.

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A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

T. D. McNEAL
International Vice President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

BROTHERHOOD
of
SLEEPING CAR PORTERS
Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

103 EAST 125th STREET - Suite 710
NEW YORK, N. Y. 10035
212-348-2245

WILLIAM H. BOWE
International Secretary-Treasurer

B. F. McLAURIN
Eastern Zone Supervisor
103 East 125th Street
New York, N. Y. 10035

July 13, 1971

To: Mr. C.L. Dellums, International President, BSCP

From: Mr. B.F. McLaurin, Director, Ecomonic Development
Administration Bureau
of Labor Services

Dear Brother Dellums:

I have read your letter of July 7, 1971 and I have carefully noticed the contents. While I realized the Brotherhood has problems like most labor organizations, I'm afraid I do not share your conclusions. You speak of 5 years to get Amtrak to rebuild passenger business May I remind you I was around when it took 12 years for the Brotherhood to win its first contract.

In the meanwhile, we operated for a long time with Federally Charted Locals. I'd rather see us do this again than sell the goodwill of the organization to some other group. Really I didn't think when I supported you for the Presidency you took over to preside over the liquidation of the organization.

Now about the Household Workers. This matter was brought to your attention at the last Executive meeting I attended. I was told to go ahead and see what could be done. Then when the question came to my attention that one of our National offices raised doubt about the group affiliating to the Central Labor Council I wrote you, and your letter to me stated

"You wish the Household Workers would affiliate with the Brotherhood." Upon this imformation I had a resolution voted upon by the Household workers and the Local Division of the Brotherhood.

The Household Workers represent one and one half million workers in the U.S. For three years we have toiled, labored and sweated with the problem. I submit, organizing this group is not easy. We had no answers, we had to find them. Today, we have worked out a program that will help this group of exploited workers.

We now have requested from many sections of the country for help. We have decided to build a State Organization before sending a call to establish a National Organization.

Our first Major Campaign effort was to get the State Minimum Wage Law applied to this group since almost no law anywhere to protect the rights of the people who work in this industry. The law was signed last week by Governor Rockerfeller giving these workers the benefit of the $1.85 per hour plus other rights. Now when we started with the porters the minimum wages was $72.00 per month, the minimum wage for this group will be $74.00 per week. All we need from the Brotherhood is its goodwill and protective leadership.

Before we got started we went to the 3 organizations that we refer to as Catch-All Unions. My request was to get their cooperation in this effort. We didn't want to be engaged in competition with these established unions. Not only did they pledge not to interfere but indicated they would give help to accomplish our goal. They knew about the Brotherhood plight.

In the meanwhile, Mr. Van Arsdale Jr. of the Central Labor Council met on several occasions and have pledged to give seed money for organization, he has also indicated to assist us by getting long range cooperation of the Executive Council of the A.F.L.-C.I.O. The theory being if labor can support the grape workers and help them improve their lot. Give support to farm and migrant workers. The Household workers are entitled to the same help. Brother Randolph has pledged his support also.

Now we have two locals ready to be charted, the third in the making however if the Brotherhood doesn't want this group to affiliate, nothing stops the group from being Federally Charted until they can establish a National Organization.

I am now getting ready for a brochure to be distributed for membership. We also are ready to send out a letter for National sponsors, we need to know the Brotherhood's decision soon. We lost two opportunities to expand in the past, which may be a blessing in disguise for these people can become dues payers too, remember we are talking about 15 to 18 groups listed in this craft.

Fraternally yours,

B. F. McLaurin

B.F. McLaurin

July 14, 1971

Mr. G. A. Slade, President
Washington Div. BSCP
429 Kenyon Street, N. W.
Washington, D. C. 20010

Dear Brother Slade:

Replying to yours, undated, which I received yesterday, July 13th; you requested in your letter a loan of $350.00 to cover the cost of your delegate to the Convention in Chicago, which will be held on September 13th. I am proud that you will be having a fund raising affair on the Saturday before Labor Day, and I hope you will clear enough money out of it to finance your delegate to Chicago.

I don't have the authority to loan any of the Brotherhood's funds to anyone, including myself. Only the International Executive Board could authorize such a loan. I will poll the Board to see if a majority of them will authorize the loan. Let me say now, that if they authorize the loan, you will return all of it or as much as you can from the profits of your fund raising affair. Otherwise, there's no way for us to loan the money on a proposition concerning how it will be paid back. The requirement ofcourse would be that Washington pay off the loan as rapidly as they can, and as often as they can make payments on it until it is paid in full. Will let you know as soon as I hear from the board members.

Fraternally yours,

C. L. Dellums

CLD:cr
CC : International Executive Board Members

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

LEROY J. SHACKELFORD, JR.
Acting International Vice President
431 South Dearborn Street
Suite 1224
Chicago, Illinois 60605

BROTHERHOOD
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103 EAST 125th STREET - Suite 710
NEW YORK, N. Y. 10035
Phone: 212-348-2245

WILLIAM H. BOWE
International Secretary-Treasurer

L. H. GREENE, JR.
Eastern Zone Supervisor
103 East 125th Street
Suite 710
New York, N. Y. 10035

August 10, 1971

TO: INTERNATIONAL EXECUTIVE BOARD MEMBERS, BSCP
FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT
SUBJECT: PRE-CONVENTION MEETING OF THE BOARD

The International Executive Board will meet on Thursday, September 9th at 10:00AM Sharp. If you have any items that you want to put on the Agenda, please get them to me by Wednesday, August 25th, so that I can prepare the Agenda, and mail copies of it to the Board Members prior to their leaving for Chicago.

The Board always meets right after the Convention closes for the purpose of organizing the board, and handling anything that was referred by the Convention to theBoard that needs to be handled immediately. Generally that's about all, but I have one important subject matter in mind that I will discuss, and hopefully make a recommendation. I will mention the subject in the pre-convention board meeting.

Looking forwards to seeing you, I remain

Fraternally yours,

C. L. Dellums (cxR)

C. L. Dellums

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Train porters eye Amtrak

SEP 1 9 1971

BY [illegible] HARRIS
Labor Editor

FIGHTING FOR its very existence, the all-black AFL-CIO Brotherhood of Sleeping Car Porters sees hope for passenger rail service under private operation of Amtrak.

Membership has dwindled to about 1,200 including more than 200 in Canada, and that represents a decrease of 90 per cent from the peak years of the mid 1950s.

C. L. Dellums, 71, who succeeded the fabled A. Philip Randolph as president after he retired in 1968, is strongly opposed to pressures from within to merge with a larger, stronger, wealthier union.

DELLUMS TOLD the 40 delegates, including Randolph, at the union's 46th anniversary convention last week in the Midland Hotel:

"I am dedicated to maintaining our freedom and independence until the very end, and with your help and your active support, we may be able to save the brotherhood."

Dellums, who sees his union as the strongest voice for blacks in the 13.6-million-member AFL-CIO, expressed hope that Amtrak, the private organization that operates the nation's passenger service, will increase that service in the next few years.

"The job now is to make such sacrifices as may be necessary to keep the brotherhood alive for a few more years, and let's see what Amtrak can do," Dellums said.

AT LEAST three resolutions have been submitted from delegates calling for a merger with "a favorable union," but Dellums, one of the union's founding fathers in 1925, warned:

"It [a merger] really means that they take us over lock, stock and barrel."

Later, Dellums told a reporter he sees the Sleeping Car Porters brotherhood as "not just another union—but a part of the racial struggle."

"We are on the verge of losing our identity, not because of anything we have done or have failed to do, but are victims of the times," Dellums said.

He characterized the union as "the only free and independent Negro voice" in the labor movement.

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

LEROY J. SHACKELFORD, JR.
Acting International Vice President
431 South Dearborn Street
Suite 1224
Chicago, Illinois 60605

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NEW YORK, N. Y. 10035
Phone: 212-348-2245

WILLIAM H. BOWE
International Secretary-Treasurer

L. H. GREENE, JR.
Eastern Zone Supervisor
103 East 125th Street
Suite 710
New York, N. Y. 10035

September 29, 1971

Mr. A. Philip Randolph, President Emeritus
Brotherhood of Sleeping Car Porters
280 - 9th Avenue Apartment #5B
New York, New York 10001

Dear Chief:

Just a word to say, that the Credentials for the Convention were sent to Brother Bowe's office, and he filled it out putting my name in for the delegate, signed them and sent them on to me. As you can see, I changed it, and sent the original in to Kirkland's office, and I am enclosing your copy.

The R.L. E.A. is meeting down there in another hotel beginning Monday, November 15th. I've made a reservation in that hotel, and plan to arrive there Sunday the 14th, to meet with R.L.E.A. on the 15th and 16th, and possibly the 17th. Since the AFL-CIO Convention opens on the 18th, I'm assuming that you will arrive on the 17th, or sooner. I am hoping that you will get together with Bayard Rustin, and reserve the two bedroom suite for us like we had the last time. Then I can check in on the 17th in the suite, which I imagine will be in the name of Randolph-Rustin-Dellums.

I may write something concerning the convention later, but we certainly will find time to be alone together while in Florida, so that I can tell you more about it, and we'll have more time to discuss it.

Fraternally yours,

C. L. Dellums

C. L. Dellums

CLD:cr
Enc. Duplicate Credential

October 18, 1971

Mr. C. L. Dellums
International President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California 94607

Dear C. L.

This will acknowledge receipt of your letter enclosing duplicate credential to the convention of the AFL-CIO in Miami.

I note your suggestion about hotel accommodations and I have spoken to Bayard. We have made reservations for the two-bedroom suite as usual.

Looking forward to seeing you next month in Florida.

Fraternally yours,

A. Philip Randolph

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COOPERATING RAILWAY LABOR ORGANIZATIONS

G. E. Leighty • Chairman
Railway Labor Building • Suite 800
400 First Street, N.W. • Washington, D. C. 20001
Code 202 737-7616

John J. McNamara • Treasurer
Fifth Floor, VFW Building
200 Maryland Ave., N.E. • Washington, D. C. 20002
Code 202 547-7540

December 14, 1971

Mr. James E. Yost, President - RED
Mr. Wm. Winpisinger, Gen'l. Vice President - IAM
Mr. Harold K. Buoy, Int'l. President - IBB&B
Mr. Anthony L. Krause, Gen'l. President - BRC
Mr. Frank T. Gladney, Vice President - IBEW
Mr. J. W. O'Brien, Vice President - SMW
Mr. Wm. Fredenberger, Int'l. President - F&O
Mr. C. L. Dennis, Int'l. President - BRAC (incl. Patrolmen)
Mr. H. C. Crotty, President - BMWE
Mr. A. R. Lowry, President - TC Div. - BRAC
Mr. C. J. Chamberlain, President - BRS
Mr. R. W. Smith, Vice President - H&RE
Mr. Jesse W. Calhoon, President - NMEBA
Mr. Eugene Murphy, Int'l. Representative - ILA
Mr. Charles Luna, President - UTU
Mr. Charles Coughlin, President - BLE

Mr. R. C. Pfenning, President - ATDA
Mr. A. T. Otto, President - RYA
Mr. J. R. Tipton, President - ARSA
Mr. C. L. Dellums, Int'l. President - BSCP

Subject: 1971 Health & Welfare Program
Memorandum of Understanding Reached
with Carriers

Dear Sirs and Brothers:

At our meeting at the Hamilton Hotel in Washington, D. C. on December 9, 1971, we agreed upon the settlement we could make with the carriers to dispose of our October 15, 1971 Health & Welfare dispute and the carriers' counter proposal. It was understood that the carriers would prepare a proposed memorandum outlining the terms and that a Reduced Committee, composed of Brothers Dennis, Yost and your Chairman, would meet with the carriers and make any modifications necessary to correspond with our understanding.

Your Reduced Committee, accompanied by Attorney Schoene, met with carrier representatives and received the proposal which they had prepared at 10:30 A.M., December 10. After considerable discussion and the modification of several paragraphs contained in the carriers' submission, Mr. Hiltz and I initialed the Memorandum of Understanding in line with our discussion with you. A copy of that Memorandum is attached.

Because of commitments and the holiday season we will not meet with the carriers and Travelers' representatives to detail the various provisions until after New Years. We will agree upon a date later.

Along the lines of what we did on December 9, the three labor members of the committee provided for by the Memorandum, will be Brothers Crotty, Yost and your Chairman. This committee can only make recommendations which have no effect unless adopted by the organizations who are policy holders.

Additional information will be necessary from each of you prior to our conference in January and I will detail them in another letter which I hope to get out in the next few days.

Fraternally yours,

G. E. Leighty

Chairman

cc: Mr. Eugene Attreed, Vice Pres. TWU
Mr. George P. Sabattie, Pres. UTSE

Mr. Paul J. Marnell, Sec'y-Treas. RED
Mr. Floyd E. Smith, Int'l. President, IAM
Mr. E. F. Carlough, Pres. SMW
Mr. Ed S. Miller, Gen'l. Pres. H&RE
Mr. Charles H. Pillard, Pres. IBEW
Mr. Charles E. Goodlin, Dir. RR Div. IBB&B
Mr. J. J. McNamara, Secy-Treas. F&O
Mr. W. W. Seymour, Int'l. Secy-Treas. BSCP

Mr. Donald S. Beattie, Exec. Secy. CRU
Mr. J. Taylor Soop, Exec. Secy-Treas. RLEA
Mr. L. P. Schoene, Atty

Mr. R. A. Manning, Vice President - Travelers

enclosure

Washington, D. C.
December 10, 1971

MEMORANDUM OF UNDERSTANDING:

The Carriers' Conference Committees and the Employes' National Conference Committee will enter into agreement providing for renewal of Group Policy Contract GA-23000 so that present benefits, plus such improvements in existing benefits as can be provided for $1.22 per employee per month, will be provided for a term of two years from March 1, 1972.

This Agreement will provide that the railroads will each contribute and transmit to the insurer the amounts necessary to pay the required policy contract premiums plus the amount necessary to assure continued payment of Medicare premiums if such premiums cannot be paid from the Special Account.

The obligations of non-hospital association railroads with respect to on-duty injury benefits, and of hospital association railroads as provided in Article IV, paragraph 5 of the Agreement of February 26, 1970, will continue unchanged except as may be agreed upon.

The Agreement will provide that the inequities created by use of the phrase "receives vacation pay" in provisions relating to railroad payments and qualifications for benefits will be corrected, and also will provide for such "housekeeping" changes as the parties may agree upon.

Because the parties have a joint responsibility to develop the best method of providing benefits, a committee consisting of not more than three representatives of Labor and three representatives of Management will be promptly appointed to look into the matters listed below and other items which may develop during the committee discussions:

(a) Review of all matters pertaining to agreements and contracts with the insurance company, their administration, and the services rendered.

(b) Consideration of alternate methods of providing benefits.

(c) Consideration of the feasibility of a continuing small committee for the purpose of maintaining an efficient and economical method of operation.

The Agreement will contain the usual provision for court approval, and will provide that it is in settlement of the employees' national notice of October 15, 1971 and the railroads' national notice served for concurrent handling therewith and of any other pending notices relating to health and welfare benefits and the financing thereof, and that no notices relating to those matters shall be served to become effective prior to March 1, 1974; and will contain a provision to cover the situation if no agreement is reached prior to March 1, 1974.

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

LEROY J. SHACKELFORD, JR.
Acting International Vice President
431 South Dearborn Street
Suite 1224
Chicago, Illinois 60605

BROTHERHOOD of SLEEPING CAR PORTERS
Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC
INTERNATIONAL HEADQUARTERS
103 EAST 125th STREET - Suite 710
NEW YORK, N. Y. 10035
Phone: 212-348-2245

WILLIAM H. BOWE
International Secretary-Treasurer

L. H. GREENE, JR.
Eastern Zone Supervisor
103 East 125th Street
Suite 710
New York, N. Y. 10035

December 23, 1971

" MEMORANDUM"

TO: MESSRS. L. J. SHACKELFORD,JR, AND L. H. GREENE,JR.
International Vice President and Eastern Zone Supervisor

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: HEALTH AND WELFARE PROGRAM

The enclosure is just for your information. As you can see, we have a tentative agreement with the Carriers for the renewal of our Health and Welfare Program for another two years, and there will be some improvements. Small committees representing the Carriers and the Unions will have to work out the details to carry out the memorandum of understanding under date of December 10th, and the agreement itself will not actually be signed until these details are worked out.

I don't imagine that the final agreement will be arrived at and signed until sometime in February, and no doubt down in Florida.

CLD:cr
CC : Mr. W. W. Seymour

ASA PHILIP RANDOLPH **SUBJECT FILE** BROTHERHOOD OF SLEEPING CAR PORTERS **CORRESPONDENCE** Dellums, C. L. 1972-73

January 5, 1972

Mr. William J. Hickey
Counsel for Railway Labor
  Executives' Association
Suite 620 Tower Building
Washington, D. C. 20005

Dear Mr. Hickey:

Enclosed you will find papers that were served on our Mr. Shackelford in Chicago on Monday. Also enclosed you will find copy of agreement and letter referred to by these people. Mr. Shackelford, at my instructions, talked with Mr. Boeckelman of The PullmanCompany this morning. Mr. Boeckelman informed him, that they had employed the law firm of McDermott, Wills and Emery, and they were preparing an answer to this suit, and moving for it to be dismissed on the grounds, that the information contained in the suit was inadequate and that there was false statements contained in it to wit; the agreement nor the letter was any secret, because The PullmanCompany prepared the copies of the agreement with the letter attached to each one, and The Pullman Company themselves distributed copies to all their employees covered by the agreement, and further, The Pullman Company supplied the Brotherhood of Sleeping Car Porters with an ample supply of extra copies, so that if one of the members came to us seeking one, because he had loss his or for any reason, we would have one to give him, and that's what we did.

This letter then is to authorize you to represent us in this matter. Ofcourse as usual, you will keep us informed of developments.

Yours truly,

CLD:cr
CC : Mr. L. J. Shackelford, Jr.
     Mr. W. W. Seymour, Sr.
Enc.

C. L. Dellums

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

LEROY J. SHACKELFORD, JR.
International Vice President
431 South Dearborn Street
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WILLIAM H. BOWE
International Secretary-Treasurer

L. H. GREENE, JR.
Eastern Zone Supervisor
103 East 125th Street
Suite 710
New York, N. Y. 10035

January 21, 1972

Mr. A. Philip Randolph, President Emeritus
Brotherhood of Sleeping Car Porters
280 - 9th Avenue Apartment #5B
New York, New York 10001

Dear Chief:

After going over the article in Jet, I don't believe that an answer to them now is necessary. I think it best to wait until after the Judge rules on the motion to dismiss, and then decide.

Are you planning on attending the Executive Committee meeting, which convenes on February 14th in Florida? If you are, then I want to know can I get a "free ride" as I did two years ago, when I came down, so that I could attend the R.L.E.A. meetings. I wouldn't spend that much of Brotherhood funds to attend R.L.E.A. meetings, if we had to pay everything. The best the Brotherhood can do is pay the plane fare for the round trip. Would appreciate hearing from you on this, so that I will not make any other appointments during that time.

Fraternally yours,

C. L.

C. L. Dellums

CLD:cr

January 25, 1972

Mr. W. W. Seymour, Sr.
International Secretary-Treasurer

Brotherhood of Sleeping Car Porters
5253 Thrill Place
Denver, Colorado 80207

Dear Brother Seymour:

As you know, I have notified R.L.E.A. and the A.F.L.-C.I.O., that we're cutting down our per capita from 2000 to 1000 as of January. The Auditor called me on the telephone, since I hadn't reported back to him on the recommendations he mentioned, and I authorized him to prepare for us the quarterly financial report without it being certified. This means ofcourse that we get the same thing, only they do not check all expenditures to make sure that all expenditures were legitimate. He said he felt the International President had his fingers on just about everything, and there wasn't much possibility of any improper expenditure nor waste of Brotherhood funds, and that's why he was making the recommendation that he did. He also said that this would reduce his fee from $3000 a year to probably less than half that amount, but assured me that his charge would not be more than $1500 per year. Since this is really the same service we were getting down to New York, though it was called certified, we now know that it wasn't; that I feel justified in authorising it. We can change it and go back to the certified audit anytime our membership gets ~~body~~ big enough to justify it, or for any other reason we want to pay for it.

I hadn't written him about his recommendations, because even though I asked all of the members of the Board for their opinions, as of today, I've only heard from three, and one of those gave no opinion on the auditor's recommendations.

Fraternally yours,

CLD:er
CC : Members of I.E.B.,BSCP

C. L. Dellums

January 28, 1972

Mr. C. L. Dellums
International President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Dear C. L.

I will be glad to have you come down to Florida and share accommodations with me at the Americana Hotel.

I will be attending a dinner in Washington, D. C. on the evening of February 14 and I'll arrive in Miami on Feb 15. Looking forward to seeing you.

Fraternally,

A. Philip Randolph

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

L. H. GREENE, JR.
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035

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C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

February 6, 1972

Mr. A. Philip Randolph, President Emeritus
Brotherhood of Sleeping Car Porters
280 9th Avenue Apartment #5B
New York, New York 10001

Dear Chief:

A few days before receiving your last letter, informing me that you plan to spend seven or eight days in Miami Beach, I had a call from Brother Cohen down in Jacksonville, requesting that I stop by Jacksonville on the way back, which would give them more time to prepare for my visit. I agreed that I would spend three days and four nights in Miami, and then on Thursday morning fly up to Jacksonville and have meetings there for Thursday, Friday and Saturday, and then fly home on Sunday the 25th, so that I would have some time to catch up on my work before leaving for Chicago and the lawsuit, which is now set for March 5th.

Yesterday, I received a long distance call from Richard Smith, because we're both disturbed over Amtrak advertising in newspapers for workers, which seems to indicate that instead of taking experienced men on the trains they are going to hire men off the street. The Amtrak man came to Chicago for a conference when I was there last August, and told us that they were planning to takeover these trains, and that he would negotiate agreements with Smith and myself, one national agreement for each side, and that we would hear from him within ninety days. That was last August, and we still hadn't heard from him. Amtrak had suggested a conference with us on February 20th, but I told Smith that was out of the question, and we finally settled on Monday, February 26th. If Amtrak accepts that date, then I plan to leave Jacksonville, Sunday, February 25th for Washington, and confer with Amtrak on Monday, February 26th, and then fly home Tuesday the 27th.

The above means that I will spend three days in R.L.E.A. meetings, and then you and I will have three days and four nights to talk about many things, and anyone else you think we ought to talk with, then arrange it for one of those four nights, afternoons or evenings that I will be there. Looking forwards to seeing you, I am

Fraternally yours,

C. L.

C. L. Dellums

CLD:cr

February 7, 1972

Mr. William J. Hickey
Counsel for Railway Labor
 Executives' Association
Tower Building, Suite 620
Washington, D. C. 20005

Dear Sir:

I have decided after careful consideration that I will not make the trip to Miami Beach for next week. I had looked forwards to having time to discuss the lawsuit with you in person, but obviously its much cheaper for us to talk on the long distance as it becomes necessary. There's still a very strong possibility of the Brotherhood having to merge into some organization, but in order to remain independent as long as we can, I think we'll just have to guard our funds very carefully. Therefore, I have decided to reserve the funds by not making the trip to Florida.

Yours truly,

C. L. Dellums

CLD:cr
CC : Mr. A. Philip Randolph
     Mr. L. J. Shackelford, Jr.
     Mr. L. H. Greene, Jr.
     Mr. W. W. Seymour, Sr.

February 7, 1972

Mr. L. J. Shackelford, Jr.
International Vice President
Brotherhood of Sleeping Car Porters
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

Dear Brother Shackelford:

I noted with grave concern in your letter of January 31st, which unfortunately didn't reach me until Saturday, that you have requested of the Santa Fe that they transfer six sleeping car porter positions from Los Angeles to Chicago. I'm sure that I spoke to you once before when correspondence indicated that either you had requested something like this on the telephone, or that a railroad had received your acquiescence on the telephone. You told me then, that the railroad did mention it to you on the telephone, but that you didn't agree, which seemed to be a little strange, to be frank about it. You must know, that the International Executive Board adopted a policy of not taking a job away from one of our members, and give it to another.

Many years ago, I advocated transferring jobs where men had greater seniority, and as a matter of fact, we requested it two or three times from The Pullman Company, but experience taught us, that it was morally wrong, economically indefensible, and maybe illegal, and we therefore adopted a policy to never do it again. As a matter of fact, we put in one of the Pullman rules, a provision where any additional service between two districts would go to the district where the men on the extra board had the greater seniority. That let fate take care of the matter, and didn't put us in the untenable position of transferring unemployment from one place to another. As you can see now, you have exceeded your authority and violated the policy of the Brotherhood, and therefore I direct and instruct you to call the railroad by telephone immediately, and tell them you're sorry, but you must insist upon withdrawing the request for the time being, and that a letter confirming this request will be sent immediately.

As strange as it may seem, the Southern Pacific during the spring and summer of last year was unable to hire as many porters as they needed, in the big city of Los Angeles. They had the Urban League and Brother Thompson trying to find them men, but couldn't find enough. The Southern Pacific then asked me to allow them to transfer a chair car assignment from Los Angeles to El Paso, and even under these conditions I only agreed on a temporary basis, so that when porters became available in Los Angeles, that their jobs would be given back to them. Any time a railroad does something like that on its own, the Brotherhood must strenously object, and demand that they return the work where it was. Please take care of this matter immediately.

Fraternally yours,

C. L. Dellums

CLD:cr
CC : Members of the International Executive Board

February 15, 1972

Mr. William H. Bowe, President
New York Division, BSCP
103 E. 125th St., Suite 610
New York, New York 10035

Dear Brother Bowe:

Brother McNeal and myself sat down in Chicago to figure up how much was the difference between your annuity, figuring that as best we could, and adding your supplemental, then substracting that from your salary for the eight months you worked after the deadline for you taking your annuity, including your supplemental. I don't remember now how much it was per month, but now that you know how much your pension actually is, I would appreciate knowing, if you don't mind. You could add your supplemental to your annuity and substract that from the $975.00, and then you will see how much you gained by continuing on the payroll. I finished figuring it, even though I don't remember too much about the figures, and don't know what I did with them, but I do know that it would take several years before you would began to actually lose money by it. As you will recall, I had already asked you before the Board Meeting not to take your annuity until November 1st, because there was no way for us to get moved by October 1st, and that you will be needed to supervise the moving. Then, after these fellows raised the question of my giving some thought to what the Brotherhood should do for you, I got an immediate idea, so that I would at least have time to find out where we were headed. The idea was to ask the Board to allow you to stay on the payroll for October, November and December as the Assistant to the President, which they did. That was done solely to throw some more money your way, because obviously your annuity wouldn't have been near as much as your remaining on the payroll as my Assistant.

Now, I'm still not certain where we are headed, because checking the income for the last two months indicated that we have a membership of approximately 826, including 200 in Canada. I went over the December income and expenditures' report prepared by Brother Seymour, and found that we went considerably in the red. We held up paying the girls, because of that, and now that I have the January report, we actually had at the end of January, in our checking account, just a little over $500.00, that belonged to us. Above the $500 we had the $3,000.00 that belonged to the girls, but if we had sent it to them, obviously we couldn't have paid anybody their first half January salaries, and that's why it hasn't been sent. We're hoping to do better this month, so that we can pay the girls without having to close out another savings account. I'm sure you know, that we have had to close out so many savings accounts, that we are now down to a danger point, because we should look upon about $200,000 of the money we have as not belonging to us, because it belongs to our pensioners, plus the one guy that is included in the pension that is still active. We will pay all four of the girls within the next 30 days, even if we have to close one more savings account.

I hope this explains Brother Bowe, why I have not gone into the question of doing anything additionally for you. You haven't been forgotten, and will not be forgotten, and by the time the Board meets again, some final determination will be made.

Incidentally, would you be kind enough to tell me whos[redacted] given or is giving Mrs. Rodwell any assistance in winding up her work.

With very best wishes and kindest regards to you and Sister Bowe, I am

Fraternally yours,

C. L. Dellums

CLD:cr
CC : Executive Board Members

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

LEROY J. SHACKELFORD, JR.
International Vice President
431 South Dearborn Street
Suite 1224
Chicago, Illinois 60605

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NEW YORK, N. Y. 10035
Phone: 212-348-2245

WILLIAM H. BOWE
International Secretary-Treasurer

L. H. GREENE, JR.
Eastern Zone Supervisor
103 East 125th Street
Suite 710
New York, N. Y. 10035

February 25, 1972

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD, B. S. C. P.

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

DEAR BROTHERS:

Brother A. R. Dailey, St. Louis, retired the first of the year. Since Brother Dailey was a lay member of the Board, in accordance with the provisions of Article X of our Constitution, as amended by the 1968 Convention, Brother Dailey's membership on the Board terminated. Therefore, as the International President, I'm hereby recommending that Brother George R. Tillman, Vice President of our Chicago Division to be elected to the Board to fill the unexpired term left by Brother Dailey's retirement. I'm sure that most of the members of the Board remember Brother Tillman, because he has been an active member in Chicago for a long time, and has been Vice President of the Division now for several years. As I recall, he was Vice President when Brother Webster passed away, and cooperated with us with a wonderful spirit in the reorganization we made of the Chicago Division, by making Brother Shackelford the President, and Brother Crowder the Secretary-Treasurer. Therefore, I cannot too strongly recommend Brother Tillman for the Board.

Would appreciate your immediate attention to this matter.

March 1, 1972

Mr. C. L. Dellums
International President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California 94607

Dear C. L.

I was disappointed in not seeing you in Miami but I think you were correct in saving the expense of a trip to Miami so that we may be able to meet other pressing obligations.

I note your letter to Brother Shackelford concerning his handling certain matters with the railroads with which we have contracts. I consider that your position was entirely c correct and I am glad to note that he has followed it, as expressed in his letter to the manager of Sleeping and Dining Car Service of the Atchison, Topeka and Santa Fe.

I also note your letter to Mr. Hickey, counsel for RLEA. If we have occasion to consider the question of merging with another railroad union, I would like to sit in on the conferences concerning it..

Fraternally yours,

A. Philip Randolph

March 9, 1972

Levine & Kreisman
Certified Public Accountants
6444 East Hampden Avenue, Suite Four
Denver, Colorado 80222

Attention: Mr. Alan L. Levine

Dear Mr. Levine:

I note in your quarterly report as of January 31, 1972, in your "Note A - History": First, I want to request that in listing the history of the Brotherhood, and giving its name, that after "Attendants", we add Dining Car Cooks and Waiters, because we do represent some of that craft working for the Burlington Northern. I didn't take steps to officially add it in the last Convention, because at that time it appeared that the Burlington Northern was going to be able to force an representation election, which would have eliminated us.

In the last paragraph which must be corrected, the last assessment levied was a $50 assessment by the International Executive Board upon the recommendation of the International President in the Board meeting of 1969, and that assessment was to be paid in two parts, with the second $25 due not later than July 31st, 1970. In 1971 the International President wrote the members individually, and "requested" that they voluntarily contribute $50. It was explained to them in the letter, that it was not an assessment, but a request. Therefore, the International Executive Board in September, 1971, did not determine that the International President had levied an assessment, nor was his action unconstitutional. The International President of his own volition rescinded the request for the $50 Contribution, and the 1971 Convention, upon the recommendation of the International Executive Board, directed the International Secretary-Treasurer to refund any and all of the Contribution that was sent in.

Yours truly,

C. L. Dellums

CLD:cr
CC: Members-Int'l. Executive Board

March 9, 1972

Mr. G. R. Tillman, Member
International Executive Board
Brotherhood of Sleeping Car Porters
8524 S. Vernon Avenue
Chicago, Illinois

Dear Brother Tillman:

I'm very proud to notify you, that by unamious vote upon the recommendation of the International President, you have been elected to the Board to fill the vacancy created by the retirement of Brother Dailey of St. Louis.

I'm enclosing herewith copy of our quarterly Financial Statement prepared by our Auditors, but without certifying it. From my many years experience and close association with the finances of the Brotherhood, I feel confident that these statements are true and correct.

Welcome aboard George, and I'm looking forwards to seeing you in the next Board meeting, which more than likely will be in the latter part of July.

Fraternally yours,

C. L. Dellums

CLD:cr
Enc.
CC : Members of the International Executive Board

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A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

LEROY J. SHACKELFORD, JR.
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~~NEW YORK, N. Y. 10035~~
~~Phone: 212-[illegible]~~

WILLIAM H. BOWE
International Secretary-Treasurer

L. H. GREENE, JR.
Eastern Zone Supervisor
103 East 125th Street
Suite 710
New York, N. Y. 10035

March 15, 1972

Mr. William J. Hickey
Counsel for R.L.E.A.
Suite 620 Tower Building
Washington, D.C. 20005

Dear Mr. Hickey:

For many years, the Brotherhood published a monthly paper, THE BLACK WORKER, and mailed it to the homes of our members. Often times it was used to supply them with information concerning any changes in their agreements, or additions to them. Long before 1968 our membership had gone down so, we had to discontinue THE BLACK WORKER. We never made a practice of writing too much to be sent to the men. One of the reasons was, as you know, it is difficult to communicate with people, and the bulk of our membership came from the south, and didn't have too much education. I feel safe in saying, that we just couldn't write anything simple enough explaining anything to the majority of our men, so that they could read it and understand it. Therefore, throughout the years we made a practice of periodically having our Zone Supervisors to visit their various local divisions, holding a series of meetings, in which we tried to educate our men and keep them informed of developments within the organization, and to answer their questions. These were not considered business meetings, but educational meetings, and therefore no written record was ever made of them. As soon as the Job Stabilization Agreement of 1968 was circulated by The Pullman Company to the men, there was considerable confusion as to what it meant. It was quite common for men to attend a meeting, and some of them go out and attempt to tell others who did not attend the meeting what the zone supervisor said, and often times it wasn't anything like he said at all. When that agreement of 1968 was signed, The Pullman Company was not expecting to go out of business, and we didn't expect them to go out of business. Some men started asking questions about the $2500 they saw in the second paragraph of Section III of Article II on Page 2 of the agreement. The interpretation of this Section meant, that if The Pullman service fell off enough that Pullman found themselves with some protected men, and yet couldn't see when they could have pullman service for them, The Pullman Company would see if any railroad in that locality could find a job for some of these men that they were qualified to do, that Pullman would get the railroad company to offer this man the job, and if he accepted, he would waive his rights under the agreement, and The Pullman Company would pay him the $2500. The fact that we have in that Paragraph, that the Railroad Company offering the job would have to sign an implementing agreement with the Brotherhood, which meant the Brotherhood would have to agree that the job offered by the railroad was permanent, and didn't entail too much heavy physical labor. And, that is the only condition under which the man could get the $2500.

I visited our Washington local division in July of 1969. Mr. B. F. McLaurin joined me there in Washington, and we held membership meetings on July 17th and 18th. During the question period in those meetings, some brother got up and asked me to explain the section in reference to the $2500 to them, which I did. Some of the men in these meetings did claim that McLaurin had explained to them in meetings he held in 1968, that they would get the $2500 if they took the job with a railroad company. I asked these men did McLaurin definetly say, that if they accepted a job with a railroad as a sleeping car porter, or in any capacity covered by our agreement, and that seemed to puzzle them. McLaurin stood up in the meeting and stated, that he explained to them the same as I did as to how the $2500 would come into the picture. There was much confusion in the meeting among the men disagreeing with just what interpretation McLaurin gave them. I tried to explain to the men, that it seems to be difficult for people to communicate with one another, because after every meeting, no matter who explains things, the very next day there's some difference of opinions as to just what the speaker did say.

The men then asked about the separation allowance rule, which is Article IV Section I on Page 3 and 4 of the agreement. I explained the meaning of that section, telling the men that those who followed their jobs from The Pullman Company to the railroad company were not eligible for the separation allowance. I told them that they were guaranteed the right to follow their jobs by the Wolfe-Randolph Agreement. Men were told in all meetings, that any man who felt that The Pullman Company owed him anything, whether it was separation allowance or anything else, please write it up and give us the facts, so we could look into it, and if there was something to fight over, we certainly would fight over it.

We took every case that was brought to our attention, that made any sense at all, all the way to the Public Law Board, two of which were dismissed and one the Chairman ruled against us, and with us in all theothers. The interesting thing about the case the Chairman ruled against us in, was the case in which we particularly made an issue of the Pullman Company's bulletin of December 3, 1968, and in that case we quoted attorney Gromfine's legal opinion on it. Brother T. D. McNeal, 4400 Lindell Apt. 14H, St. Louis, Missouri 63108, was our key representative in dealing with The Pullman Company on a day to day basis, and he developed and presented all of these cases we could get anything from the men on, that fell reasonably within the interpretation and meaning of the agreement in question as we saw it and understood it. Mr. L. J. Shackelford, Jr., has supplied you with these cases, and the results of them.

Incidentally, I may mention here, that when I was in Washington in July of 1969, McLaurin and myself had a lengthy discussion with Attorney Gromfine, and our then economist Eli Oliver, concerning this same matter. Gromfine told us that he would certainly be willing to make a fight for us for any of these men that The PullmanCompany refused to pay the separation allowance based upon the Company's bulletin of December 3, 1968, but he said to be fair with us we could easily lose them, and having been associated with us for sometime he knew our financial condition, and knew that it was going to get worse, so he suggested that we probably would be just as successful as a lawyer would by utilizing the shortcut route, and call for a Public Law Board, and prepare our claims and make our own presentation, still saying ofcourse that he would do it if we wanted to employ him to do it. I personally explained this to the men who came out to the meetings in Washington and New York. You know, its very general knowledge in the entire labor movement, that its almost impossible to get even two-thirds of the members to come out to meetings. That's one of the reasons they get so mixed up over what agreements mean, because they would rather go by what some other porter told them, than to take the trouble to go to the meeting themselves.

I may say, that there were some men in every division, who would claim that our representative, including me, had said things concerning the $2500 particularly, and a few on separation allowance that we never said at all. I don't know whether men were twisting things deliberately, or just didn't have the retention ability to be able to keep them in their minds very long.

Other than the meetings in Washington of July, 1969, I also spoke to at least two specially called meetings in New York also in July, while on this trip. There wasn't very much confusion in New York, nothing like it was in Washington. From there I went to Chicago where I spoke in the same types of meetings, and without any confusion over what had been told the men concerning the interpretation of the agreement. I've ofcourse held any number of meetings in Oakland and Los Angeles, and even though we had the same questions asked in all of these meetings, but the overwhelming majority of them accepted the explanation. Here and there some man would get up and say that he read it, and he thought that it meant something different from my explantion.

I also visited Jacksonville, Florida after the AFL-CIO Convention in Atlantic City in early October, 1969, where again the men held special meetings for me to talk, and even though we had questions, no one claimed that they had been told anything different. So, it should be obvious to anyone, that the Brotherhood nor A. Philip Randolph conspired with The

Pullman Company in any manner to help The Pullman Company get out of paying a single one of our members anything The Pullman Company rightfully owed him.

Now for the final and most important part of the plaintiff's claim. The letter Mr. Randolph signed was only trying to clarify the interpretation of Section II of Article II of the agreement of May 27, 1968. We read over the Article several times, and were afraid that some of our men would not understand it, and would even take it to outside persons, who had no knowledge of railroad language or railroad agreements, and have them read the section and tell them what it meant. That's all this letter was designed for, and certainly could not be taken as the Brotherhood conspiring with The PullmanCompany to beat any of our members out of any money for the benefit of The PullmanCompany.

It is true, that men began to ask questions after the notice got out that Pullman was going out of business, and a number of railroads would take over their sleepers. We told men that if he was already holding a regular assignment on a particular train, like the California Zephyr for instance, and the railroads decided to continue that train, then it was our understanding and interpretation of the agreement, that such men had a right to go with his job, and the railroad would have to recognize most of the rights he had with The Pullman Company such as the same pay, and would have to recognize their vacations based upon their Pullman seniority, and if they went with their jobs the time they put in with the railroad would be used to increase his vacation,but I advised the men wherever I spoke or whenever they called me, and they did call me from all over the country, that if they refused to follow the job and demanded the separation allowance, that Pullman wouldn't pay it, and I really didn't believe we could win a fight over it. I always stressed this point, that is, that it would now become a legal question in a situation where we couldn't instruct men, but only advise, because the final decision becomes a personal matter, and each man would have to make it himself, but if he chose to fight and wanted us to fight it for him, rather than get a private attorney, that we would do it, but it didn't look good, that is, the possibility of winning. All of this was done in 1969, long before the Public Law Board fight was made, which gave the men ample opportunity to let us know that wherever they felt they were entitled to the separation pay, and as the record show, I don't think we turned down anyone.

As you know, the Railway Labor Act doesn't give a union any authority to instruct, order or direct their members to hardly do anything. Grievances and claims are personal in nature, and the employee makes his own choice as to who he wants to represent him in such disputes. The records of the National Railroad Adjustment Board will show, that some railroad men instead of chosing the union , he choose to represent himself, and some employ private attorneys to represent them, and their rights to make that choice is definitely recognized. Therefore, all we could do was give advice based upon our knowledge and experience, but could not force them to do anything.

We're searching our files and I'm sure Brothers Shackelford and Greene are searching files in their possession, to see if they can find any outgoing letters to local officials or individuals on this subject, and whatever they can find will be rushed to you immediately.

Sincerely yours,

C. L. Dellums

C. L. Dellums

CLD:cr
CC : Mr. T. D. McNeal
Mr. L. J. Shackelford, Jr.
Mr. L. H. Greene, Jr.

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

LEROY J. SHACKELFORD, JR.
International Vice President
431 South Dearborn Street
Suite 1224
Chicago, Illinois 60605

BROTHERHOOD of SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC
INTERNATIONAL HEADQUARTERS
103 EAST 125th STREET - Suite 710
NEW YORK, N. Y. 10035
Phone: 212-348-2245

WILLIAM H. BOWE
International Secretary-Treasurer

L. H. GREENE, JR.
Eastern Zone Supervisor
103 East 125th Street
Suite 710
New York, N. Y. 10035

May 2, 1972

"MEMORANDUM"

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD, B. S. C. P.

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: LAWSUITS

Enclosure is just the motion that our attorney filed in connection with this lawsuit. The rest of what they filed with the Court is far too thick and too long and too many pages to be reproduced and sent to each one of you. Up to now we have paid the attorney, I believe its a little more than $2,000.00 already, because he sends us the bill each month.

Now, some former Missouri Pacific train porters have sued the Missouri Pacific and the U.T.U., and bringing us in as a third party in the suit, claiming that they should have been made trainmen years ago. This is a new suit, because the one they had before named the trainmen's union, and that was before they became a part of the U.T.U. Obviously, you cannot ignore a lawsuit, so I had to rush it to our attorneys to look into it, and protect our interests, and its going to be heard in Pine Bluff, Arkansas.

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IN THE UNITED STATES DISTRICT COURT
FOR THE NORTHERN DISTRICT OF ILLINOIS
EASTERN DIVISION

JEROME F. MILES, 4501 5th Street, N.W., Washington, D. C., and BERNICE MOORE, 148 33rd Street, N.E., Washington, D. C., individually and on behalf of all others as a class who are similarly situated; Plaintiffs, v. THE PULLMAN COMPANY, 165 N. Canal Street, Chicago, Illinois; BROTHERHOOD OF SLEEPING CAR PORTERS, an International Union, 431 S. Dearborn St., Chicago, Illinois, and CHICAGO DIVISION of BROTHERHOOD OF SLEEPING CAR PORTERS, 431 S. Dearborn St., Chicago, Illinois, Defendants.	CIVIL ACTION NO. 71 C 3121

MOTION ON BEHALF OF DEFENDANT BROTHERHOOD OF SLEEPING CAR PORTERS FOR SUMMARY JUDGMENT

The Defendant Brotherhood of Sleeping Car Porters (Brotherhood) moves the Court pursuant to Rule 56 of the Federal Rules of Civil Procedure for summary judgment.

Said motion is based upon the grounds that the complaint fails to state a claim for which relief may be granted in that the undisputed material and relevant facts show that the Court lacks jurisdiction to entertain the action, and the defendant Brotherhood is otherwise entitled to judgment as a matter of law.

Said motion is supported by a memorandum of points and authorities and affidavits setting forth uncontested facts relevant and material to the issues presented.

Respectfully submitted,

Edward J. Hickey, Jr.
William J. Hickey
620 Tower Building
Washington, D. C. 20005

Alex Elson
11 South LaSalle Street
Chicago, Illinois 60603

Counsel for Defendant Brotherhood of Sleeping Car Porters

Of Counsel:

MULHOLLAND, HICKEY & LYMAN
620 Tower Building
Washington, D. C. 20005

ELSON, LASSERS & WOLFF
11 South LaSalle Street
Chicago, Illinois 60603

May 1, 1972

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

LEROY J. SHACKELFORD, JR.
International Vice President
431 South Dearborn Street
Suite 1224
Chicago, Illinois 60605

BROTHERHOOD of SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

~~INTERNATIONAL HEADQUARTERS~~
~~103 EAST 125th STREET x Suite 710~~
~~NEW YORK, N. Y. 10035~~
~~Phone: 212-[illegible]~~

WILLIAM H. BOWE
International Secretary-Treasurer

L. H. GREENE, JR.
Eastern Zone Supervisor
103 East 125th Street
Suite 710
New York, N. Y. 10035

May 3, 1972

Mr. A. Philip Randolph, President Emeritus
Brotherhood of Sleeping Car Porters
280 9th Avenue Apartment #5B
New York, New York 10001

Dear Chief:

I stay in touch with William Hickey and know what's going on. I have Shackelford to furnish him anything he wants that was in the Chicago office, because its cheaper for Hickey to call Chicago than it is Oakland. I will ofcourse keep you informed of all further developments.

Fraternally yours,

C. L.

C. L. Dellums

CLD:cr

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

L. H. GREENE, JR.
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035

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C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

July 19, 1972

Mr. A. Philip Randolph
International President Emeritus
Brotherhood of Sleeping Car Porters
280 9th Avenue Apartment #5B
New York, New York 10001

Dear Chief:

I just received yours dated July 12th, informing me that you're planning to attend the 1972 Meeting of the International Executive Board. I'm sure you know that this gives me great pleasure, because I just cannot get accustomed to us not being together more often than we have been since you retired. Since I didn't go to Florida in February, then we haven't been together since the Convention last September. There are several things that I will be reporting to the Board on that I know you will be interested in hearing.

I am planning on staying in the same hotel, the Midland, and since I don't know what day and time you will be arriving, I'm writing Brother Bowe today also, and giving him the hotel telephone number, and asking him to call the hotel immediately and reserve space for both of you. Looking forwards to us having having some time together and ofcourse seeing you again.

Fraternally yours,

C. L.

C. L. Dellums

CLD:cr

July 28, 1972

Mr. C. L. Dellums, Intl. President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Dear C. L.

This will reply to your letter concerning my coming to the International Executive Board meeting in Chicago.

After writing to you I talked with Billy Bowe and found that he does not plan to attend the meeting, and, of course, I am not able to make the trip unaccompanied. I will miss seeing you and having a chat.

I wish you would tell the brothers at the Board meeting that I regret that I am unable to see them this time, but I hope to be with them at some other time.

Sincerely and fraternally,

A. Philip Randolph

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MULHOLLAND, HICKEY & LYMAN
SUITE 620 TOWER BUILDING
PHONE STERLING 3-5366 (AREA CODE 202)
WASHINGTON, D.C. 20005

EDWARD J. HICKEY, JR.
WILLIAM J. HICKEY
GEOFFREY N. ZEH
WILLIAM E. FREDENBERGER, JR.

TOLEDO OFFICE
741 NATIONAL BANK BLDG.
TOLEDO, OHIO 43604

CLARENCE M. MULHOLLAND
RICHARD R. LYMAN
EDWARD J. McCORMICK, JR.
DONALD W. FISHER
RICHARD M. COLASURD
WILLIAM J. MOORE

September 28, 1972

Mr. C. L. Dellums, Int'l President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Re: Miles, et al. v. Pullman Company and Brotherhood of Sleeping Car Porters - U.S.D.C. ND Ill. - Civ. Act. No. 71 C 3121

Dear Mr. Dellums:

By an order entered on August 17, United States District Judge Julius Hoffman in Chicago granted a Motion to Dismiss filed by the Pullman Company in this litigation but denied the Motion for Summary Judgment filed on behalf of the Brotherhood. This decision was reached by Judge Hoffman without permitting argument by counsel and accordingly his decision was based solely upon the several motions and supporting memoranda and the opposing memoranda filed thereto by plaintiffs.

As expected, the Court found that the dispute between plaintiffs and PUllman was properly a matter for decision for the Adjustment Board and accordingly not within the jurisdiction of the Court. The Court explained its decision to deny our Motion for Summary Judgment was based upon the allegation that various officers of the Brotherhood had made contradictory statements to its membership which, while denied by our pleadings, remained the subject for decision to be made after trial of the dispute on its merits.

As we have explained to you in previous correspondence, we have made every effort to obtain a favorable decision without the necessity for trial. This has been predicated upon our belief that there is no foundation for the charge that the Brotherhood can be found to have breached its duty of fair representation to the plaintiffs. We were and continue to be highly sensitive to the fact that a trial in this case could be reasonably expected to consume excessive time and expense and our approach was to avoid such a burden by seeking expedited decision through motions we filed.

The case as remains against the Brotherhood has been set for pretrial conference on October 10 before Judge Hoffman. At that time and in the usual way, counsel will be required to identify the issues for trial and file such pleadings including any other motions it believes will expedite disposition of the dispute. For that purpose we are making another effort to eliminate the necessity for a trial by filing a Motion to Dismiss the case against the Brotherhood which, stripped of technicalities, is based primarily on the fact that admitting all the allegations made by the plaintiffs, a good cause of action had not been filed justifying decision in favor of the plaintiffs.

In addition to the above procedures, we have attempted to persuade the plaintiffs to agree to hold the action against the Brotherhood in abeyance pending their prosecution of claims against Pullman and resolution thereof by the Adjustment Board. At this date, plaintiffs are unwilling to follow this procedure, but if they continue to disagree, an effort will be made to have the Court approve of such a suspension of the action against the Brotherhood.

It is regretted that we do not have at this time a more satisfactory report to be made. We will continue to keep you informed of developments in this litigation.

Sincerely yours,

MULHOLLAND, HICKEY & LYMAN

By
William J. Hickey, Jr.

WJH:ls

cc: Mr. J. J. Shackelford, Jr.
Int'l Vice President, Bhd. of Sleeping Car Porters

October 12, 1972

Mr. L. J. Shackelford, Jr.
International Vice President
Brotherhood of Sleeping Car Porters
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

Dear Brother Shackelford:

As you know from the letter I dictated to you, with a copy to the lawyer, I'm requesting that they notify you of the time that any future court proceedings is set for. Now I'm enclosing copy of a letter I received from our lawyer dated September 28, 1972, which shows copy to you. I had no reason not to think that you received that letter. I gleam from the second paragraph of your letter, that you did receive copy of the lawyer's letter, since you knew that the pre-trial hearing was scheduled to be heard on October 10th before Judge Hoffman. The last paragraph of your letter leads me to believe, that you received copy of the lawyer's letter, because you knew everything but the time. If my opinion is correct, then you are making far too much out of the fact, that you had to pick up the telephone and call Judge Hoffman's clerk to get the time of the pre-trial hearing. I'm not saying that they should not have notified you that the hearing was set for 10:00 AM, but only that your letter, copy of which you sent to the Board, is making far too big a deal out of the fact, that you knew everything but the "time" of the day that the hearing was scheduled for.

When I receive the lawyers' report, if it is not marked copy to you, then I would send you a copy.

I want you to be present whenever there's a court appearance on this or any case in which we would have a interest, because I know attorneys never take the time to give us a report in as much minute detail as you can put together from your memory, when you do it immediately after returning to the office.

Fraternally yours,

CLD: CR
CC : BOARD MEMBERS

October 12, 1972

Mr. L. J. Shackelford, Jr.
International Vice President
Brotherhood of Sleeping Car Porters
431 S.Dearborn St. Suite 1224
Chicago, Illinois 60605

Dear Brother Shackelford:

Sorry you weren't notified of the time that the pre-trial hearing was scheduled. I'm hereby requesting that our attorneys, in the future, notify you of the time when all future court proceedings on this matter is set as soon as they knew it.

Fraternally yours,

C. L. Dellums

CLD:cr
CC : Mr. William J. Hickey, Jr.

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

L. H. GREENE, JR.
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035

BROTHERHOOD
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C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

November 20, 1972

Mr. A. Philip Randolph, President Emeritus
Brotherhood of Sleeping Car Porters
280 - 9th Avenue Apartment #5B
New York, New York 10001

Dear Chief:

I would imagine by now that the dates have been set for the February meeting of the AFL-CIO Executive Committee, which will meet in Miami Beach. I am hoping ofcourse that you are feeling alright, and will feel like attending the meeting. Next, I would like to know the dates of it then, and when you plan to arrive. I would like to sponge on you by sharing your room, so that the Brotherhood would only have to pay my transportation and food.

I have a letter from the Railway Labor Executives' Association concerning their program for February, and would like to know if I will be able to participate in any part of it. They ofcourse will take advantage of the situation and be down there much longer than you will, or I can afford to stay.

I have another problem; I can only get economy air plane fare by spending a week. If you don't plan to stay down there that long, then ofcourse I could secure a single room for the other days I would be there. Looking forwards to hearing from you at your earliest convenience, and hoping to be able to spend some time with you in February because I have some things I would like to discuss with you.

Fraternally yours,

C. L.

C. L. Dellums

CLD:cr

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PHONE STERLING 3-6366 (AREA CODE 202)
WASHINGTON, D.C. 20005

TOLEDO OFFICE
741 NATIONAL BANK BLDG.
TOLEDO, OHIO 43604

EDWARD J. HICKEY, JR.
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CLARENCE M. MULHOLLAND
RICHARD R. LYMAN
EDWARD J. McCORMICK, JR.
DONALD W. FISHER
RICHARD M. COLASURD
WILLIAM J. MOORE

November 29, 1972

Mr. C. L. Dellums
International President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Re: Miles v. Pullman and Bro. of Sleeping
Car Porters, Civil Action No.71-C-3121
USDC, Chicago, Illinois

Dear Mr. Dellums:

It is with regret that I have to inform you that U.S.District Judge Julius Hoffman on November 22,1972, denied our final Motion to Dismiss the complaint in the above case against the Brotherhood. We sent you a copy of that Motion on October 13 and enclosed is a copy of our reply to the plaintiffs' memorandum in opposition thereof, which we filed on October 27. This motion was filed as a final effort as permitted under Court rules to avoid a trial of the merits of the dispute by the Court. Judge Hoffman has now fixed January 3,1973 as the date on which trial will begin in Chicago.

Needless to say, the preparation for, and the handling of the trial will require our close cooperation in order to present as strong a case as is possible in defense of the Brotherhood. At this time, we are planning to take the depositions of the named plaintiffs in Chicago, probably on December 12 and 13, in order to obtain more information so as to properly handle the trial and the cross examination of such plaintiffs who will be expected to appear as witnesses in support of the charges made in the complaint.

It will also be necessary for me to confer with you and Mr. McLaurin who, I anticipate, will be used as our witness.

Initially at this time I am requesting Mr. Shackelford to kindly review the Brotherhood's records to determine who among the named plaintiffs, that is, Miles, Peterson, Shelton, Williams, Douglas, Farmer, Fitzgerald, Shaw and Scott, as well as each of the identified plaintiffs in Exhibit A to the complaint, are at this time members of the Brotherhood.

Sincerely yours,

MULHOLLAND, HICKEY & LYMAN

By William Hickey
William J. Hickey

cc:Mr.L.J.Shackelford,Jr.
International Vice Pres.
encl.
WJH:vc

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

L. H. GREENE, JR.
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035

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C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

December 6, 1972

Mr. A. Philip Randolph, President Emeritus
Brotherhood of Sleeping Car Porters
280 9th Avenue Apartment #5B
New York, New York 10001

Re: Miles v. Pullman and Bro. of Sleeping
Car Porters, Civil Action No. 71-C-3121
USDC, Chicago, Illinois

Dear Chief:

A few days ago, I sent you a copy of letter received from our attorney, informing us thatthe Federal Judge in Chicago, refused to dismiss the lawsuit against us, and set it for trial for January 3, 1973. Naturally, its imperative that you testify. Its very unfortunate that the judge set the case for that early in the year, because we will have a problem with transportation in getting into Chicago at the proper time. January 2nd is the only working day the lawyers will have, unless the Chicago lawyer will want to go over the testimony with us, possibly Friday and Saturday, December 29th and 30th, which would mean that we would spend the New Year's weekend in Chicago. I will be back in touch with you as soon as I get advice from the lawyers as to when you and I should be in Chicago. At any rate, you should start making plans for someone to accompany you over there. Maybe you could get Rustin to bring you, or at least have Norman Hill come with you. Looking forwards to seeing you, I am

Fraternally yours,

C. L.

C. L. Dellums

CLD:cr

CC : Mr. William J. Hickey

December 8, 1972

Mr. William J. Hickey
Law Offices - Mulholland, Hickey &Lyman
Suite 620 Tower Building
Washington, D. C. 20005

Re: Miles v. Pullman and Bro. of Sleeping
Car Porters, Civil Action No. 71-C-3121
USDC, Chicago, Illinois

Dear Mr. Hickey:

Just received yours of December 6th, 1972. I hope you will be successful in getting a postponement, because as pointed out a few days ago, with witnesses coming from both the Pacific and Atlantic coast January 3rd would require the presence of those witnesses in Chicago during the holiday season, and ofcourse it would prevent the attorneys from taking the entire holiday season off.

Now in reference to the depositions being taken in Chicago; I will rely upon Mr. Shackelford attending those depositions or the office secretary in Chicago, so that notes can be taken on what the plaintiffs will attempt to prove at the trial, so that I will have an opportunity to study those notes prior to the actual trial.

I don't know anything about Judge Hoffman, but what I've read as a result of him trying cases that drew national publicity. So, I'm not in a position to have an opinion on a jury trial or not, and ofcourse then will rely upon your judgement.

Sincerely yours,

C. L. Dellums

CLD:cr
CC : Mr. L. J. Shackelford, Jr.
Mr. A. Philip Randolph
Mr. W. W. Seymour, Sr.

January 19, 1973

Mr. C. L. Dellums
International President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Dear C. L.

I will be arriving in Miami Beach on Sunday, February 18, at 3:45 PM on Delta Airlines, Flight 1063.

We have the same accommations as usual at the Americana Hotel, so I will expect you to share the room with me.

I'm looking forward to seeing you because we have a lot to talk about.

Fraternally yours,

A. Philip Randolph

January 31, 1973

Mr. C. L. Dellums, Intl. President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Dear C. L.

I expect to be in Miami Beach from February 18 to February 26 or February 27.

Best wishes.

Fraternally,

A. Philip Randolph

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

L. H. GREENE, JR.
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035

BROTHERHOOD of SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters and Attendants
Affiliated with the AFL-CIO/CLC

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

April 10, 1973

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD, BROTHERHOOD OF SLEEPING CAR PORTERS

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: LAWSUIT AGAINST BROTHERHOOD

DEAR BROTHERS:

Our Attorneys appeared in Court Monday, April 9th, representing us in the lawsuit pending against us. The other side's Washington lawyer didn't show, but his Chicago representative was there. The other side just notified our Lawyer Monday, that neither one of his two complainants were able to be in Chicago, and claiming both were ill, and one couldn't leave Washington before July, and he didn't know when the other one could travel. Our lawyer pointed out to the Court how the other side had ignored the Court, and was nuisance and expense to the Brotherhood, and that the case should be dismissed. The Judge pointed out how long the case had been in court, and that the plantiffs were never ready to go to trial, and he instructed our Lawyer to prepare a Motion to Dismiss the case for lack of Prosecution, and bring it back on the following morning, Tuesday, April 10th. Our lawyer did, and the Judge accepted it, and granted the Motion.

This is a Victory for us, and should end this matter. The other side has the right to appeal to higher court, but its a rare thing for a higher court to reverse a Superior Court where the Judge is exercising his discretion, and still rarer for it to happen in the Federal Courts. So, its does appear as if this matter is ended, or at least near the end.

When I get the lawyer's final bill, I will then let you know what this lawsuit has cost us all together.

Fraternally yours,

C. L. Dellums

C. L. Dellums

CLD:cr

A. PHILIP RANDOLPH
International President Emeritus

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5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

April 16, 1973

TO: MEMBERS, OF THE INTERNATIONAL EXECUTIVE BOARD, B. S. C. P.

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: NATIONAL NEGOTIATIONS

We have now hurdled all of the obstacles to participating in National Negotiations. All of the railroads, with the exception of the Southern Railway, have authorized the National Carriers' Conference Committee to represent them in making the national settlement. I really expect the Southern will kick in, but if not, I'm sure they will go along with the National Agreement. This leaves out the Penn Central, because bankrupt railroads cannot delegate such authority.

We're one of the unions that have an agreement with the NCCC to try to negotiate some supplemental unemployment and sickness benefits, and on this I will keep you posted with developments.

The first paragraph means, that as long as the Brotherhood is free and independent it will be a party to National Negotiations whenever it chooses to be a part. We must do everything we can to make the membership appreciate this great achievement and what it means.

Fraternally yours,

C. L. Dellums

C. L. Dellums

CLD:cr

THE FOLLOWING 2 DOCUMENTS ARE PHOTOCOPIES.

THE ORIGINALS ARE NOT IN THE A. PHILIP RANDOLPH COLLECTION AT

THE LIBRARY OF CONGRESS

Amtrak

May 10, 1973

Mr. C. L. Dellums
International President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Dear Mr. Dellums:

On or about June 1, 1973, the National Railroad Passenger Corporation will assume the "on-board" personnel functions, other than those performed by train and engine crews, on the Burlington Northern and Milwaukee Railroads. The following classification will be established:

Sleeping Car Service Attendant
(Sleeping Car Porter)

Inasmuch as your Organization represents the employes now performing this function, the Corporation will recognize your Organization as the sole and exclusive collective bargaining agent of all employes in the craft and class outlined above providing the preponderance of employes accepting this employment are your people.

It is further agreed the parties will promptly after recognition as specified above, begin negotiations for the purpose of consumating an agreement governing the hours of service, rates of pay and working conditions of the subject employes in accordance with the provisions of the Railway Labor Act.

Very truly yours,

A. R. Lowry
A. R. Lowry
Director
Labor Relations

ACCEPTED:

C. L. Dellums
C. L. Dellums, Int'l. President
Brotherhood of Sleeping Car Porters

May 15th, 1973

Railroad Committees on Medical
and Hospital Insurance
Suite 714, 1225 Connecticut Avenue, N.W.
Washington, D. C. 20036

Mr. G. E. Leighty, Chairman
Cooperating Railway Labor Organizations
Railway Labor Building, Suite 800
400 First Street, N.W.
Washington, D. C. 20001

Gentlemen:

The National Railroad Passenger Corporation, and its employes represented by the Brotherhood of Sleeping Car Porters, have reached an agreement this date, providing that such employes will be covered for employe and dependent hospital, surgical and medical benefits and for employes and retired employe life insurance benefits under Group Policy Contract No. GA-23000, as amended, of the Travelers Insurance Company. It is understood that such coverage is subject to approval by the Railway Committees for Medical and Hospital Insurance, the Employees' National Conference Committee - Cooperating Railway Labor Organizations, and the Travelers Insurance Company.

This is to certify that in the event such employes are made subject to the provisions of Group Policy Contract No. GA-23000, as amended, of the Travelers Insurance Company as provided in Article III of said Policy Contract, the Company signatory hereto will perform with respect to such employes the acts which are required to be performed individually by all signatory Railroads or Companies under said Policy Contract.

This letter constitutes joint application on behalf of National Railroad Passenger Corporation and the Brotherhood of Sleeping Car Porters to place such employes under coverage provided by Group Policy Contract No. GA-23000, as amended, effective as to payments to the insurer on account of compensated service and vacation pay commencing with compensated service rendered and vacation pay received in June, 1973, with benefits to be effective July, 1973.

FOR NATIONAL RAILROAD
PASSENGER CORPORATION:

Director Labor Relations

FOR BROTHERHOOD OF SLEEPING
CAR PORTERS:

C. L. Dellums

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

L. H. GREENE, JR.
Eastern Zone Supervisor
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International President
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Oakland, California 94607

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

May 23, 1973

Mr. W. W. Seymour, Sr.
International Secretary-treasurer
Brotherhood of Sleeping Car Porters
5253 Thrill Place
Denver, Colorado 80207

Dear Brother Seymour:

Sister Hazel Smith, wife of Bennie Smith, writes me once in a great while to inform me of Bennie's condition, and then sometimes she phones me. She had told me some weeks ago, that Bennie had been in and out of the hospital, mostly in for several months, and that he had reached the point where that she could never be able to bring him home again, because she could not provide the around the clock care he needs, and therefore in due time he would have to be placed in a rest home. She will not be able to pay the part of the rest home bill that she will be required to pay, and therefore will need help. I advised her to go to the people handling the building where she now lives, and tell them that when Bennie is placed in a rest home that there is a possibility that she will be getting $200 a month from the Brotherhood to help take care of the rest home cost. She reported back to me that the people said she could stay on in the apartment when that time came. Bennie has now been placed in a rest home, and she now wants the $200.00 a month sent, and also informs me, that Bennie couldn't endorse the check, and requests that the check be made out to her. Therefore, I would suggest, that you resume immediately sending the $200 each month, with a covering letter telling her that the check is being made out to her, because we understand Brother Smith isn't able to endorse the check himself.

Fraternally yours,

C. L. Dellums, (c.r.)

C. L. Dellums

CLD:cr
CC : Members of the International Executive Board

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
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Chicago, Illinois 60605

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Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

June 7, 1973

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD, BROTHERHOOD OF SLEEPING CAR PORTERS

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: 1973 INTERNATIONAL EXECUTIVE BOARD MEETING

DEAR BROTHERS:

For your information, I have decided to convene the 1973 Meeting of our International Executive Board for 9:30 AM Monday, August 20, 1973, More later, I am

Fraternally yours,

C. L. Dellums

C. L. Dellums

CLD:cr

June 11, 1973

Mr. A. R. Lowry
Director of Labor Relations
National Railroad Passenger Corporation
955 L'Enfant Plaza North, S. W.
Washington, D. C. 20024

Dear Mr. Lowry:

Reference is made to your letter of May 24th, 1973, enclosing a Letter Agreement dated May 10th, 1973, stating that the National Railroad Passenger Corporation will recognize this Organization as the sole and exclusive bargaining agent of the class and craft of Sleeping Car Attendant (Sleeping Car Porter), and requesting that we sign and return three (3) copies thereof.

The executed copies you requested are returned herewith. Such Agreement should be understood, as in no way prejudicing the position of this Organization, that the Corporation has to date failed to properly recognize this Organization as the collective bargaining agent of the class or craft of employees called by various railroads, Coach Porters, Chair Car Porters, Chair and or Parlor Car Attendants. Our position in this regard is of record in your Office, and the National Mediation Board. Also of record is the expressed request of the Hotel & Restaurant Employees Union by letter to the Corporation from International Vice President, Mr. Richard W. Smith, dated May 23rd, 1973, that since the overwhelming majority of these employees are represented by our Organization rather than his Union, that the Consent Recognition to the Hotel & Restaurant Employees Union should not include the Coach Porters.

Under separate cover you will receive from our Attorney, Mr. William J. Hickey, the executed copies from the Corporation to this Organization regarding the coverage of the employees of the Corporation this Organization will represent under Travelers Group Policy Contract "GA-23000".

Sincerely yours,

C. L. Dellums
International President

CLD:cr
CC : Mr. William J. Hickey
Enc.

June 14, 1973

"MEMORANDUM"

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD, BROTHERHOOD OF SLEEPING CAR PORTERS

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: "SUPPLEMENTAL SICKNESS BENEFIT AGREEMENT DATED MAY 22, 1973

Under date of May 22, 1973, I signed an Agreement known as the "Supplemental Sickness Benefit Agreement", with the National Carriers' Conference Committee. As you can see, this is a new field for railroad workers, and the Agreement is quite lengthy, and some of it is somewhat complicated. This is not the type of Agreement for general distribution or circulation to the membership. Therefore, all of us must familiarize ourselves with it, so that we can answer questions and get the word around to themembership.

There probably will be some agreed to Amendments to it before it is perfected, and for the first few months there will probably be misunderstandings, and no doubt a delay in the men getting their money, since it's a new field, and all of us must be careful about giving the men positive statements. Always be mindful of the lawsuit, still pending, and have already cost us over $30,000.00.

Fraternally yours,

C. L. Dellums
International President

CLD:cr
Enc.

SUPPLEMENTAL SICKNESS BENEFIT AGREEMENT
EMPLOYEES REPRESENTED BY THE
BROTHERHOOD OF SLEEPING CAR PORTERS

THIS AGREEMENT, made this 22nd day of May, 1973, by and between the participating carriers listed in Exhibit A, attached hereto and hereby made a part hereof, and represented by the National Carriers' Conference Committee, and the employees of such carriers shown thereon and represented by the Brotherhood of Sleeping Car Porters, witnesseth:

IT IS AGREED:

1. Establishment of Supplemental Sickness Benefit Plan. Effective July 1, 1973, a Supplemental Sickness Benefit Plan (hereinafter referred to as this Plan) is established to cover employees represented by the Brotherhood of Sleeping Car Porters. The benefits to be provided, the qualifying conditions, and the administration of this Plan are set forth in the paragraphs which follow.

2. Eligibility for Benefits: Eligible Employees, Insured Employees, Qualified Employees.

(a) Eligible Employees. Subject to the provisions of Paragraph 3, benefits will be provided employees under this Plan if, as the result of an accidental bodily injury which occurred or a sickness which commenced while the employee was insured, the employee is disabled to the extent that he is unable to perform the duties of any job available to him in his craft, or, if there is no job available to him in his craft, to the extent that he is unable to perform the duties of the last job on which he worked prior to commencement of the disability. Employees eligible for benefits are designated "Eligible Employees."

(b) Insured Employees. A qualified employee will be insured each month which follows a month in which he rendered compensated service for a participating railroad under the coverage of a schedule agreement held by the Brotherhood of Sleeping Car Porters, or takes vacation with pay for which he has qualified under such a schedule agreement. A qualified employee previously insured who ceased to be insured because of disability (as defined in Paragraph 2(a)), furlough, leave of absence or discharge, and who returns to work for the same railroad, or who commences work for another railroad at the direction of the management of his home road or by virtue of his seniority on his home road or under the provisions of a protective agreement or order of a regulatory authority, within twelve calendar months after his insurance had terminated, shall again become insured on the day on which he again renders compensated service under the coverage of a schedule agreement held by the Brotherhood of Sleeping Car Porters, and his insurance shall continue for the remainder of that calendar month. An employee who while insured leaves the service of one railroad, and without missing more than one week of work returns to work for another railroad on which he is already a qualified employee, will continue to be insured for the remainder of that calendar month.

Note: The term "insured" in this Paragraph 2 does not necessarily imply coverage by a contract of insurance as referred to in Paragraph 7.

(c) Qualified Employees. A qualified employee is one who -

(i) has completed 30 days of continuous employment relationship with the same participating railroad, in a capacity in which he has been represented by the Brotherhood of Sleeping Car Porters and covered by its schedule agreement, and

(ii) is a "Qualified Employee" as that term is used in Section 3 of the Railroad Unemployment Insurance Act, reading as follows:

> "An employee shall be a 'qualified employee' if the Board finds that his compensation will have been not less than $1,000 with respect to the base year, and, if such employee has had no compensation prior to such year, that he will have had compensation with respect to each of not less than seven months in such year."

The term "base year" means the completed calendar year immediately preceding the beginning of a benefit year. The term "benefit year" means for purposes of the above definition the twelve-month period beginning July 1 of any year and ending June 30 of the next year. In arriving at the $1,000, only the first $400 of compensation in any month is counted. If the Act should be amended so as to change the definition of "qualified employee" or the associated elements mentioned above during the life of this Agreement, this Paragraph 2(c) will be regarded as amended in conformity with the Act.

An employee will become a qualified employee the first day of the calendar month after he fulfills both such conditions. The requirement of Subparagraph (c)(i) will be waived with respect to an insured employee who is furloughed and while insured commences work for another participating railroad.

3. Exclusions and Limitations. No benefits will be provided under this Plan -

(a) for the first four days of any disability;

(b) for a longer period, with respect to any disability, than twelve months. Continuing or successive periods of disability will be considered as the same disability unless separated by return to work on a full-time basis for a period of 90 calendar days or more, or unless due to entirely unrelated causes and separated by return to work on at least one day. If benefits are denied in accordance with Subparagraph (j) below because the employee received vacation pay during his disability, the twelve months period specified above shall be extended by the period during which benefits were denied for that reason;

(c) for any disability for which the employee is not treated by a duly qualified physician or surgeon, as certified by the physician or surgeon pursuant to Paragraph 9;

(d) for any day on which the employee performs work for remuneration;

(e) for any disability commencing after the employee has commenced work on a regular or permanent basis for the participating railroad on a position other than a position coming under a schedule agreement held by the Brotherhood of Sleeping Car Porters, unless the last position on which he rendered service prior to the disability was a position coming under such a schedule agreement;

(f) for any intentionally self-inflicted disability;

(g) for disability to which the contributing cause was the commission or attempted commission by the employee of an assault, battery or felony;

(h) for disability due to war or act of war, whether war is declared or not, insurrection or rebellion, or due to participation in a riot or civil commotion;

(i) for any period during which an employee is unable to work as the result of pregnancy or resulting childbirth, abortion or miscarriage, except that, subject to the other provisions of this Paragraph 3, benefits will be provided in case of miscarriage resulting from an accident or injury;

(j) Subject to the provisions of Paragraph 5(a), for any period during which an employee eligible to receive sickness benefits under the Railroad Unemployment Insurance Act is denied such benefits for any reason including failure by the employee to make application for benefits;

(k) after the employee has attained 65 years of age; or

(L) for any disability commencing after the employee's employment relationship has terminated, except as provided in the last sentence of Paragraph 2(b).

4. Benefits.

(a) Subject to the provisions of Subparagraph 4(b), the monthly benefit under this Plan for employees eligible to receive sickness benefits under the Railroad Unemployment Insurance Act will be $240.00, and the monthly benefit under this Plan for employees who have exhausted their sickness benefits under the Railroad Unemployment Insurance Act will be $440.00. (Benefits at the $240.00 rate will be payable during the 5th, 6th and 7th days of a disability if the employee is eligible for benefits under this

Plan even though no benefits may be payable under the Act. Under the Act, in the first registration period, in a benefit year, in which an employee has seven or more days of sickness, his benefits commence with the eighth day of sickness.) For disabilities lasting less than a month, and for any residual days of disability lasting more than an exact number of months, benefits will be paid on a calendar days basis at 1/30 of the monthly benefit rate, or $8.00 per day for employees eligible to receive sickness benefits under the Railroad Unemployment Insurance Act and $14.67 per day for employees who have exhausted such benefits.

(b) The benefit under this Plan, plus the sickness benefit available under the Railroad Unemployment Insurance Act, is not to exceed 70% of average straight-time monthly earnings, at December 31, 1972 rates of pay, of employees represented by the Brotherhood of Sleeping Car Porters, which was $808. 70% of such average is $566. Accordingly, if the Railroad Unemployment Insurance Act should be so amended as to increase sickness benefits, and the daily sickness benefit under the Act as so amended should exceed $14.99 for an employee whose monthly rate of pay at the December 31, 1972 wage level (or monthly equivalent of his hourly rate) was $808 and who worked full time in his base year, the $240 monthly benefit rate under this Plan shall be reduced to the extent that the sum of such monthly benefit rate plus 21.75 times the daily sickness benefit under the amended Act for such an employee will not exceed $566. In that event the daily benefit rate under this Plan will be reduced proportionately.

5. Offsets.

(a) Benefits Provided under Laws. In any case in which an eligible employee who is not eligible for sickness benefits under the Railroad Unemployment Insurance Act receives annuity payments under the Railroad Retirement Act, or insurance benefits under Title II of the Social Security Act, or unemployment, maternity or sickness benefits under an unemployment, maternity or sickness compensation law, or any other social insurance payments under any law, the benefit which would otherwise be payable to him under this Plan will be reduced to the extent that the sum of such payments or benefits in a month plus the monthly benefit payable under this Plan will not exceed $566.00. In keeping with Paragraph 3(j), in any case in which an eligible employee who is eligible for sickness benefits under the Railroad Unemployment Insurance Act does not receive such benefits because of the operation of Section 4(a-1)(ii) of such Act, the benefit which would otherwise be payable to him under this Plan will be reduced to the extent that the sum of the monthly payments or benefits referred to in such Section 4(a-1)(ii) plus the monthly benefit payable under this Plan will not exceed $566.00. In any case of retroactive award of annuity payments or pensions under the Railroad Retirement Act or insurance benefits under Title II of the Social Security Act, or unemployment, maternity or sickness benefits under an unemployment, maternity or sickness compensation law, or other social insurance payments under any law, the employing railroad, or the insuring agent if one is involved, may recover from the employee the excess of benefits paid under this Plan over the benefits which would have been payable under this paragraph if the retroactively awarded payments, pensions or benefits had been in effect from their retroactive effective date.

(b) Benefits Provided under Other Private Plans. In any case in which an eligible employee is eligible also for benefits under any plan, fund or other arrangement, by whatever name called, toward the cost of which any employer shall have contributed, including but not limited to any group life policy providing installment payments in event of permanent total disability, any group annuity contract, any pension or retirement annuity plan, or any group policy of accident and health insurance (other than an insurance policy insuring this supplemental sickness benefit plan as referred to in Paragraph 7) providing benefits for loss of time from employment because of disability, his benefit under this Plan shall be reduced to the extent that the sum of the benefit for which he is so eligible in a month, plus 21.75 times the daily sickness benefit payable to him under the Railroad Unemployment Insurance Act, plus the monthly benefit payable to him under this Plan, will not exceed $566.00.

(c) Off-Track Vehicle Accident Benefits. The benefit payable under this Plan for an employee who has been injured in an off-track vehicle accident covered under an agreement requiring railroad payment for time lost as result of the injury will be reduced by the amount of any such payment for time lost.

6. Liability Cases. In case of a disability for which the employee may have a right of recovery against either the employing railroad or a third party, or both, benefits will be paid under this Plan pending final resolution of the matter so that the employee will not be exclusively dependent upon his sickness benefits under the Railroad Unemployment Insurance Act. However, the parties hereto do not intend that benefits under this Plan will duplicate, in whole or in part, any amount recovered for loss of wages from either the employing railroad or a third party, and they intend that benefits paid under this Plan will satisfy any right of recovery for loss of wages against the employing railroad to the extent of the benefits so paid. Accordingly, benefits paid under this Plan will be offset against any right of recovery for loss of wages the employee may have against the employing railroad; the employing railroad, or the insuring agent if one is involved, will be subrogated to any right of recovery for loss of wages the employee may have against any party other than the employing railroad; as a condition to paying any benefits under this Plan the employing railroad, or the insuring agent if one is involved, may require the employee to assign to it any such recovery or right thereto from any party other than the employing railroad to the extent that benefits are payable under this Plan; and on any recovery for loss of wages from any party other than the employing railroad, the employee will reimburse the employing railroad, or the insuring agent if one is involved, from such recovery for any benefits paid under this Plan. For purposes of this Paragraph, a recovery which does not specify the matters covered thereby shall be deemed to include a recovery for loss of wages to the extent of any actual wage loss due to the disability involved.

7. Provision of Benefits.

(a) The National Carriers' Conference Committee will provide a national insurance contract, written in keeping with the provisions set forth in this Agreement, to insure the Supplemental Sickness Benefit Plan covering employees represented by the Brotherhood of Sleeping Car Porters on such railroads as elect to participate in such national insurance contract. The National Carriers' Conference Committee will consult with the Brotherhood of Sleeping Car Porters in working out the details of such national insurance contract, which will be issued to the participating railroads as policyholder.

(b) Such insurance contract may cover, in addition to employees parties to this Agreement, other employees of railroads parties to this Agreement or of other railroads, whether or not such employees are represented by the signatory labor organization, and may cover general chairmen or other full-time employee representatives, provided that such employees and employee representatives are covered by a supplemental sickness benefit plan similar to this Plan (except that as to such employee representatives the payment obligations will be met by the individuals involved who will make their remittances through their labor organization), and provided further that separate experience rating with respect to claims will be made available covering employees represented by the signatory labor organization.

(c) It is agreed, and the insurance contract will provide, that the insurer of the national insurance contract will provide the benefits herein provided for under the conditions herein set forth for the 30-month period from July 1, 1973 through December 31, 1975, that the insurer will furnish financial data, statistical and actuarial reports, and claim experience information to the Brotherhood of Sleeping Car Porters in the same detail and at the same time that it furnishes such data to the policyholder railroads, that claim experience records will be maintained separately with respect to employees represented by the Brotherhood of Sleeping Car Porters, and that any dividends or retroactive rate refunds will be paid into the fund established pursuant to the next following paragraph.

(d) The National Carriers' Conference Committee will establish a fund, to be held by the insurer, to which will be credited any dividends or retroactive rate refunds under the national insurance contract and interest on the amount in the fund. Withdrawals may be made from such fund only to provide supplemental sickness benefits for employees covered by such national insurance contract unless otherwise agreed to.

(e) Insurance under this Plan will become effective July 1, 1973 for qualified employees who will have rendered compensated service or taken vacation with pay, as specified in Paragraph 2(b) above, in June 1973.

(f) The first premium payment to the insurer of the national insurance contract will be made in relation to covered employees who will have rendered compensated service in July 1973, and will be payable by August 15, 1973. A premium payment will be made for each calendar month thereafter during the effectiveness of the insurance contract in relation to covered employees who will have rendered compensated service in the calendar month involved; each payment will be payable by the 15th of the following calendar month. A grace period of 31 days is to be provided for the payment of every premium after the first.

(g) All employees covered by schedule agreements held by the Brotherhood of Sleeping Car Porters who render any compensated service in the calendar month involved will be counted in determining the number of covered employees with respect to whom premium payments are made, except that no employee will be counted if he is counted by another railroad in determining the number of its covered employees with respect to whom it is making premium payments.

(h) The insurance contract will provide that, if the benefits under this Plan should be reduced in accordance with Paragraph 4(b) as the result of an increase in Railroad Unemployment Insurance Act sickness benefits, there will be an appropriate adjustment in premium rates with the new premium rates to be developed in the light of experience under the insurance contract and actuarial estimates of future experience, making appropriate allowance for cost of administration.

(i) A railroad party to this Agreement may at its option provide the benefits required by this Agreement under the national insurance contract provided for in the foregoing paragraphs, or under a contract of insurance which such railroad may enter into on its own behalf, or as self-insurer. The benefits will be the same however provided. A railroad which becomes a party to the national insurance contract as of July 1, 1973 will continue to be a party thereto through December 31, 1975. The insurer of any railroad which provides the benefits required by this Agreement under a contract of insurance other than the national insurance contract will furnish the organization representatives on the property (with copy to the International President, Brotherhood of Sleeping Car Porters) financial data, statistical and actuarial reports, and claim experience information in the same detail and as soon as it furnishes such data to the railroad.

8. Railroad Retirement Board. The National Railway Labor Conference and the Brotherhood of Sleeping Car Porters will jointly request the Railroad Retirement Board to establish such administrative procedures as may be feasible to facilitate the administration of this Agreement.

9. Evidence of Disability. Benefits under this Plan will be paid to eligible employees, by the employing railroad or the insuring agent if one is involved, subject to presentation of satisfactory evidence of disability and of the continuation thereof. The employing railroad or the insuring agent will furnish appropriate forms on which the employee may furnish notice of disability, including information necessary to establish his eligibility for benefits and information pertinent to the amount of benefits due him and any applicable exclusions, limitations and offsets, and forms on which the physician or surgeon treating him may furnish evidence of the date of commencement, nature, extent, and probable duration of the disability, and may require completion of such forms or statements covering the same matters within 90 days after the commencement of a disability, provided that failure to furnish completed forms or statements within that time shall not invalidate or reduce any claim if it was not reasonably possible to furnish such completed forms or statements within that time and such completed forms or statements are furnished as soon as reasonably possible; the 90 days will be extended as necessary to comply with applicable State law. The employing railroad and the insuring agent may make such investigations as it or they deem necessary, including examination of the person of the employee when, so often as, and to the extent that such examination is necessary to the investigation of an employee's claim. Except as delays may be caused by investigation of individual claims, benefits under this Plan will be paid not less frequently than once every month.

10. Disputes.

(a) Insured Employees. A National Supplemental Sickness Benefit Committee, consisting of two railroad members and two organization members signatory to this Agreement, is hereby established. The Committee shall have exclusive jurisdiction over any disputes not settled on the property as to whether an employee is insured within the meaning of Paragraph 2(b). The parties to this Agreement will promptly work out a procedure for the handling of such disputes, including appropriate time limits. Provision will be made for a neutral to act as a member of the Committee in the disposition of any disputes as to which the partisan members are unable to agree.

(b) Eligible Employees. Any dispute involving an insured employee's eligibility for benefits within the meaning of Paragraph 2(b), and any other dispute arising under this Agreement or under an insurance contract implementing it requiring determination of the employee's physical condition or the cause or the date of commencement of a disability, will be referred to a panel of physicians, one chosen by the employee or his representative, one chosen by the railroad involved, and one chosen by the insurer if an insurance contract implementing this Agreement is involved. If the panel cannot agree, its members will select another physician whose decision will be final.

(c) Other Disputes. Any dispute involving application of Paragraph 3 which does not require determination of the employee's physical condition or the cause or the date of commencement of a disability, and any other disputes which may arise involving the application of this Agreement or of an insurance contract implementing it, will be submitted to the National Supplemental Sickness Benefit Committee established under Subparagraph (a) above, with provision, in cases in which an insurance contract implementing this Agreement is involved, for enlargement of such Committee to include such representatives not in excess of two as the insurer may designate, and that in such cases if the enlarged Committee cannot agree, and cannot agree on a procedure for disposition of the dispute, it will be submitted to arbitration.

(d) All of the decisions reached in accordance with the foregoing procedures in Subparagraphs (a), (b) and (c) shall be final and binding.

(e) All expenses in connection with the resolution of disputes under this Paragraph 10 shall be borne by the party (railroad, labor organization, insurer or employee) incurring them, provided that fees and expenses of neutrals who may serve under the provisions of Subparagraphs (a), (b) or (c) will be divided equally among the parties involved.

11. Non Governmental Plan for Sickness Insurance. Effectiveness of the Supplemental Sickness Benefit Plan is conditioned upon a favorable ruling from the Railroad Retirement Board that such Plan qualifies as a "non-governmental plan for sickness insurance" under Section 1(j) of the Railroad Unemployment Insurance Act, request for which ruling shall be submitted jointly by the National Railway Labor Conference and the Brotherhood of Sleeping Car Porters.

12. Sick Leave Rules, and Other Sickness Benefit Plans. Any existing agreements, practices or plans under which railroads parties to this Agreement provide sickness benefits or paid sick leave for employees covered by this Agreement will be terminated effective midnight June 30, 1973, subject to any provisions of such plans for extended benefits for employees who had become disabled prior thereto. In the application of this paragraph to agreements or rules providing paid sick leave, employees disabled prior to midnight June 30, 1973 will be granted sick leave on and after July 1, 1973 so long as they continue disabled by the same disability until they have exhausted the sick leave to which they would have been entitled under such rules; no payments under such rules will be due to any employees with respect to unused sick leave.

13. Blanking Jobs and Realigning Forces. Any restrictions against blanking jobs or realigning forces will not be applicable in situations in which an employee whose job is blanked or is covered by a realignment of forces is absent because of disability. On railroads on which prior to July 1, 1973 there were such restrictions, in case an employee is absent because of disability and more than one employee is involved in a realignment of forces to cover such absent employee's work, local officials will promptly inform the local representatives of employees as to the realignment in an endeavor to avoid misunderstandings.

14. Effect of this Agreement. This Supplemental Sickness Benefit Agreement is in full disposition of the matter of sickness benefits for employees represented by the Brotherhood of Sleeping Car Porters.

15. Duration. The Supplemental Sickness Benefit Plan established hereby will continue in effect without change until January 1, 1976, and thereafter except as it may be modified or terminated pursuant to the provisions of the Railway Labor Act. No notice to change the Supplemental Sickness Benefit Plan, and no notice dealing with the matters of sick leave, sickness benefits, or any other matter covered by this Agreement, may be served by any party to this Agreement prior to July 1, 1975 (not to become effective prior to January 1, 1976). This paragraph will not bar changes in this Plan by mutual agreement of the National Carriers' Conference Committee and the Brotherhood of Sleeping Car Porters.

SIGNED AT WASHINGTON, D.C. THIS 22nd DAY OF MAY 1973.

NATIONAL CARRIERS' CONFERENCE COMMITTEE:

William H. Dempsey
Chairman

C. A. Bell
F. K. Day, Jr.
T. C. DeButts
Earl Oliver
J. E. Jones
J. J. Maher
G. L. Farr
C. G. Newman, Jr.
J. S. Paul
G. M. Seaton, Jr.

BROTHERHOOD OF SLEEPING CAR PORTERS:

C. L. Dellums
International President

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

L. H. GREENE, JR.
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035

BROTHERHOOD of SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters and Attendants
Affiliated with the AFL-CIO/CLC

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

June 19, 1973

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD, BROTHERHOOD OF SLEEPING CAR PORTERS

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: NEXT MEETING OF THE INTERNATIONAL EXECUTIVE BOARD

DEAR BROTHERS:

Brother Greene called my attention to the fact, that meeting on a Monday might provide a hotel problem, since most of us would be coming into Chicago the day before, which would be on a Sunday. Therefore, for that reason, and something else that I had been seriously considering, that you may hear from me later on, I'm hereby changing the date of the 1973 Meeting of the International Executive Board from Monday, August 20th to Wednesday, August 22nd, 1973.

Fraternally yours,

C. L. Dellums

C. L. Dellums
International President

CLD:cr

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

L. H. GREENE, JR.
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International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

June 22, 1973

Mr. A. Philip Randolph
International President Emeritus
Brotherhood of Sleeping Car Porters
280 9th Avenue Apartment #5B
New York, New York 10001

Dear Chief:

I've been informed that you now have another housekeeper, and that you are coming along pretty good. I hope that you have someone that's satisfactory, and that you are gaining some weight, which would also mean some strength. I hope you are able to attend some meetings of the AFL/CIO Executive Council.

I have a notice from Lane Kirkland, informing the Organizations, that Fred O'Neal is no longer the President of Actors' Equity Association. It's my understanding, that that Union is Fred's base, and if that is the case, his membership on the Executive Council maybe dated. Please let me hear from you, and let me know how you are doing.

Fraternally and Sincerely yours,

C. L.
C. L. Dellums
International President

CLD:cr

June 22, 1973

"MEMORANDUM"

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD, BROTHERHOOD OF SLEEPING CAR PORTERS

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: SUPPLEMENTAL SICKNESS BENEFIT AGREEMENT DATED MAY 22, 1973

DEAR BROTHERS:

The Contract for the Supplemental Sick Benefits for our members, and some others, have been awarded to the BENEFIT TRUST LIFE INSURANCE COMPANY OF CHICAGO. They are now working on the details of this that we will have to have. A Special Booklet will be put out, in Purple and Gold, for our members, giving them all of the information they will need. These little booklets will not be ready until sometime near the first of August. In the meantime, they are preparing for us some temporary Sick Benefit Forms, that our members can use until the regular booklet and forms are available. They're trying to get these forms for me by the second of July. At any rate, as soon as I receive them, I will rush them out to our representatives.

There are several other details that have to be fixed up and submitted to different governmental agencies, and we're in the process of doing that now. The National Carriers' Conference people are working these things out, and they then will rush them out to me. When they are satisfactory, I sign them and send them on where they should go. Usually, they read them to me on the telephone before they send them, so that if their draft isn't satisfactory, then we straighten it out on the telephone, so that when they do send them out they're satisfactory. I know a couple of old-timers that are with this Insurance Company, and have every reason to believe that everything is going to be satisfactory.

Fraternally yours,

CLD:cr

C. L. Dellums
International Resident

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June 25, 1973

Mr. James L. Cowen
Chairman
Railroad Retirement Board
844 Rush Street
Chicago, Illinois 60611

Dear Mr. Cowen:

Attached is copy of the agreement dated May 22, 1973, which provides for the establishment of a Supplemental Sickness Benefit Plan covering employees represented by the Brotherhood of Sleeping Car Porters. It is similar to the Shop Crafts' - Signalmen's Supplemental Sickness Benefit Agreements of May 9, 1973, which have previously been furnished you.

As Paragraph 11 of the Agreement provides, effectiveness of the Supplemental Sickness Benefit Plan is conditioned upon a favorable ruling from the Railroad Retirement Board that such Plan qualifies as a "nongovernmental plan for sickness insurance" under Section 1(j) of the Railroad Unemployment Insurance Act.

We would appreciate your reviewing the Agreement, and, if the Plan to be established under it qualifies, furnishing us such a ruling.

Yours truly,

For the Railroads:

Chairman
National Carriers' Conference
Committee

For the Employees:

C. L. Dellums

International President
Brotherhood of Sleeping Car
Porters

June 25, 1973

Mr. Eugene E. Koch
Director of Unemployment and Sickness Insurance
Railroad Retirement Board
844 Rush Street
Chicago, Illinois 60611

Dear Mr. Koch:

Attached is copy of the Supplemental Sickness Benefit Agreement dated May 22, 1973, covering employees represented by the Brotherhood of Sleeping Car Porters. It is similar to the Shop Crafts' - Signalmen's Supplemental Sickness Benefit Agreements of May 9, 1973, which have previously been furnished you.

The Benefit Trust Life Insurance Company of Chicago, Illinois is issuing to the railroads collectively a group insurance policy, designated as Group Policy 7000, under which Benefit Trust Life will insure the Supplemental Sickness Benefit Plan for railroads participating in such national policy.

The Supplemental Sickness Benefit Agreement and Group Policy 7000 require that, to be eligible for supplemental sickness benefits, the employee involved -

> be qualified for benefits under the Railroad Unemployment Insurance Act for the benefit year involved; and
>
> if eligible for sickness benefits under the Act, have applied for such benefits; and
>
> not have been denied such benefits for any reason (other than under Section 4(a-1)(ii)).

The Plan provides special adjustments in the supplemental benefits if benefits under the Act are reduced or denied by reason of the operation of Section 4(a-1)(ii), or if the employee has exhausted his sickness benefits under the Act, including any extended or accelerated benefits, for the year involved.

To assist in the administration of the Plan, we would appreciate your working out suitable arrangements with the Benefit Trust Life Insurance Company so that on inquiry it may be informed in the above respects as to an individual employee claiming a supplemental sickness benefit. As you will note, this request is made in keeping with Paragraph 8 of the attached Agreement.

The undersigned as representative of the employees involved in negotiation of the Supplemental Sickness Benefit Plan hereby requests release of the above information to the Benefit Trust Life Insurance Company. Such release will be specifically authorized by the individual employees involved on their notice of claim forms filed with Benefit Trust Life.

We are furnishing copy of this letter to Senior Vice President J. W. Crews of Benefit Trust Life with the suggestion that he get in touch with you directly for the purpose of working out such arrangements.

Yours truly,

For the Railroads:

W. H. Dempsey

Chairman
National Carriers' Conference
Committee

For the Employees:

C. L. Dellums

International President
Brotherhood of Sleeping Car
Porters

Copy to
Mr. J. W. Crews
Senior Vice President
Benefit Trust Life Insurance Co.
1771 Howard Street
Chicago, Illinois 60626

June 26, 1973

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD, BROTHERHOOD OF SLEEPING CAR PORTERS

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: 1973 MEETING OF INTERNATIONAL EXECUTIVE BOARD

DEAR BROTHERS:

Two things have developed which will necessitate further change in the date of the Board Meeting. The date sent out now will go to the disadvantage of the Brotherhood, because as you know, two of the members are working on the road, and the summer appears to be very heavy. The other thing is Amtrak. So that things may become more stable, I'm hereby cancelling the date of the Board Meeting. The Meeting will now be held in September, and I plan to send you the date about the first of August.

Fraternally yours,

C. L. Dellums

CLD:cr

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National Railroad Passenger Corpo n, 955 L'Enfant Plaza North, S.W., Washington, D.C. 2002 elephone (202) 484-7100

Amtrak

July 6, 1973

Honorable William S. Mailliard
House of Representatives
Washington, D. C. 20515

Dear Congressman Mailliard:

This is in response to your letter of June 18, 1973 in which you enclosed a letter to you from Mr. C. L. Dellums as well as a letter of Mr. Dellums to Congressman Ronald V. Dellums, relating to the Brotherhood of Sleeping Car Porters.

As you no doubt know, union recognition issues are determined in our industry by the provisions of the Railway Labor Act. Amtrak has no intention of violating any of the rules and procedures governed by this act.

Ordinarily, recognition matters are resolved by a vote of the employees concerned. In Amtrak's case, none of the employees referred to by Mr. Dellums were on our payroll at the time his union and the Hotel and Restaurant Employees Union were seeking recognition. The interest in recognition was spurred by an impending takeover by Amtrak of on-board service personnel on the Milwaukee and Burlington Northern Railroads. Two factors resulted in our recognizing the Sleeping Car Porters for all sleeping car porter work and the Hotel and Restaurant Employees Union for all other non-operating service positions.

First, the Hotel and Restaurant Employees Union actually represented the majority of chair car porters on these two railroads. Thus, because they already had the recognition of a majority of such employees, it was appropriate to recognize them as the representative for such employees.

Secondly, and perhaps more important, was that recognition along these lines was in keeping with Amtrak's effort to vastly improve its service to its customers. One of our real problems in servicing the public is that there are peaks of service demands during the course of a trip. For example, for an hour or so at mealtimes we have many demands in our diners. At other times, the workload is much less and can be easily handled by our employees assigned to our dining cars. We experience similar peaks in demand in our beverage areas. We have learned that we can be more responsive to our customers' service needs during such periods if we can utilize our chair car porters when they are available (between stops, for example) to help out. We believe it is good business practice to utilize all available help when customer satisfaction is at stake.

The union recognition agreements we have signed with both Mr. Dellums and Mr. Smith of the Hotel and Restaurant Employees Union reflects a logical approach to effective utilization of chair car porters. We recognize that on some railroads (other than the Burlington Northern, Milwaukee complex) this recognition pattern does not fit all the present patterns of existing union representation.

One logical solution to the recognition issue, and one which other unions have found beneficial on occasion, would be if these two organizations were to merge. By so doing, instead of each group representing a relatively small proportion of our service personnel, a single, merged group could work with us in helping resolve the total service problems we face on-board our trains. Obviously, though, this is a matter for the organizations themselves to determine.

Please be assured there is nothing in our signed agreements with both these organizations that bars either organization from seeking an election under the Railway Labor Act, if in their sole judgment they feel an election would be advisable to clarify their recognition.

Kindest regards.

Sincerely,

Gerald D. Morgan
Vice President
Public and Government Affairs

GDM/sb

July 20, 1973

Mr. Thomas R. Donahue
Executive Assistant to President Meany
American Federation of Labor and Congress
 of Industrial Organizations
815 Sixteenth Street, N. W.
Washington, D. C. 20006

Dear Brother Donahue:

Enclosed you will find copy of letter being circulated by Mr. Richard Smith, representing the Hotel&Restaurant Employees Union, which I think is a clear case of raiding. Before I file charges against them for raiding our organization, I thought I would take up an idea I have with you. The idea is, for you to have a personal conference with the International President of the Hotel&Restaurant Employees&Bartenders Union concerning this matter, and urge him to adjust it rather than answer charges of raiding. I think I have sent you ample information to show that we represent over eighty percent of the class of employees that Amtrak is trying to place under the jurisdiction of their union, that is, on a National basis. Since Sleeping Car Porters are also service employees not handling food and drink, then placing all the employees doing porter work together, [redacted] find that the Brotherhood represents about ninety-one percent.

I told Mr. Smith that if Amtrak won't negotiate a Joint Agreement with us covering the Burlington Northern employees, then he should insist upon the men handling food and drink being under their jurisdiction, and all the other service employees placed under our jurisdiction, because they are doing porter work. I told Mr. Smith that I would face our ninety-eight dining car employees, former Burlington employees, and explain why they belong in Mr. Smith's organization, if he would face his forty-three coach porters and tell them why they belong in our Organization. He didn't respond to that, and the letter he is circulating amoung our dining car members, indicates that he intends to keep his forty-three coach porters and with the aid of Amtrak take our ninety-eight dining car men. Mr. Smith also knows, that Amtrak is intending for this recognition they have granted Mr. Smith's organization to be a National Recognition.

It seems to me that the International President would agree with my position and certainly be willing to give up forty-three members, in order to gain ninety-eight, and therefore maintain a spirit of cooperation between the two organizations, and not do any raiding. What do you think of this idea?

Fraternally yours,

C. L. Dellums,
International President

CLD:er
CC : Mr. A. Philip Randolph
Enclosure

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Joint Council of Dining Car Employees

743 East 75th Street
Chicago, Illinois 60619

RICHARD W. SMITH
Secretary-Treasurer
Int'l. Vice President

Affiliated with A.F.L.-C.I.O.
Hotel & Restaurant Employees
& Bartenders International Union,
Congress of Railway Unions

TELEPHONE
TRIANGLE 4-9414
TRIANGLE 4-9415

July 2, 1973

AN OPEN LETTER TO FORMER BURLINGTON DINING CAR EMPLOYEES REGARDING THE RECENT CHANGE IN YOUR REPRESENTATION, AND OTHER PROBLEMS CREATED BY THE TAKEOVER OF DINING CAR SERVICE BY AMTRAK

Dear Sirs and Brothers:

Amtrak granted this Organization recognition of all dining car employees in the employ of the Burlington Northern on the basis that the majority of the employees who accepted employment with Amtrak were members of this Organization. Obviously, you are now aware that Amtrak's takeover has created many serious problems for the union, and the men on the job. You are now working under arbitrary working conditions set up by Amtrak which they contend they had a right to do under the provisions of the Act which created the National Railway Passenger Corporation (Amtrak).

We must now face many problems, and we must face them together, for Amtrak intends to takeover dining car service on all trains in the United States. However, our membership will still be small for, at this time, the anticipated employment of waiters and cooks, and attendant assignments in the whole nation, will be 2,000 or less. This means that in order to give dining car workers proper representation, we, obviously face serious personnel and economic problems. Fortunately, however, we have the backing of one of the largest organizations in the United States, The Hotel & Restaurant Employees and Bartenders International Union, who have been generous in their support of dining car employees.

We are now formulating demands for a better agreement than we now have with the Burlington Northern; we shall need your cooperation and ideas. At this point and time, we have an agreement with the Burlington Northern that insures the earnings of protected employees, and we have an agreement with Amtrak that provides that you will remain covered by Travelers Insurance Company; also, we have an understanding that your earned vacation rights and seniority, among one another, will be maintained.

We are now working on an interim agreement to be used until we can reach a full agreement which we feel will meet your needs. Former Burlington employees will become members of Local 516 in St. Paul, but, you shall have a Chicago representative of your selection. Local 516 will initiate you with your first month's dues if you join in July. Hoping this report has answered some of the questions I feel may be in your mind, I am

Fraternally yours,

Smith

Richard W. Smith
International Vice President

RWS:

QUESTIONS AMTRAK SHOULD BE CALLED UPON TO ANSWER BEFORE THEY ACTUALLY SIGN AN AGREEMENT WITH ANY ORGANIZATION REPRESENTING RAILROAD SERVICE EMPLOYEES

1. In granting Consent Recognition to the Hotel&Restaurant Employees&Bartenders Union as representing employees classified as dining car employees and Coach Porters; do they intend this Recognition to be National in scope?

2. Since the Hotel&Restaurant Employees&Bartenders Union only represents about eight percent of the railroad Service Employees doing Porter work, not handling food and or drink, how can they justify that Recognition on a National basis.

3. Since Amtrak knows that the Brotherhood of Sleeping Car Porters, Train, Chair Car, Coach Porters, Attendants and Dining Car Employees represents more than ninety percent of these Service Employees, not handling food& drink, how can they justify themselves in not recognizing the Brotherhood then as the National representative of all service employees doing Porter work, which is all, not handling food and drink?

4. Since the Hotel & Restaurant Employees & Bartenders Union does not represent a single employee on the Penn Central, and that all of the Dining Car Employees and a minority of the other Service employees, not handling food and drink, are represented by the Transport Workers Union, what then does Amtrak plan to do about them? If Amtrak plans to sign an Agreement with the Hotel & Restaurant Employees & Bartenders Union based upon their majority representation of these employees on only one road, the Burlington Northern, and make that a National Agreement won't they then be in violation of the Railway Labor Act?

5. Does Amtrak plan, by the guise of an Agreement, to force six hundred employees now represented by the Brotherhood of Sleeping Car Porters under the jurisdiction of a union that have never represented these employees, and even without their knowledge and consent, in light of the provisions of the Railway Labor Act, which provides that the choice of representation must be left to the employees, and the employers must not interfere in any manner?

6. Since Amtrak is willing to recognize the Brotherhood as representing the some four hundred Sleeping Car Porters, which is all of them, why aren't they willing to recognize the Brotherhood as representing some six hundred of approximately seven hundred other porters referred to as either Coach Porters, Train Porters, Chair Car Porters, Chair Car Attendants or Parlor Car Attendants?

7. The Brotherhood represented these Coach and Dining Car employees on the Burlington Railroad. When four railroads merged into the Burlington Northern, the Hotel & Restaurant Employees&Bartenders Union and the Brotherhood of Sleeping Car Porters negotiated and signed a Joint Agreement representing these employees. If the Burlington Northern could operate and live with such a Joint Agreement why can't Amtrak?

The Brotherhood is a railroad porters' Organization. The Brotherhood was created in 1925 for the then purpose of organizing Pullman Porters. That was done, and then beginning about 1940, the Brotherhood went out to organize these other Porters referred to above, and in a few years signed agreements with about ninety percent of the railroads that employed this class of employee. This class of employees had never been organized and represented by a Union before. The Brotherhood had no intention of interferring with Dining Car Employees, though many years ago the Burlington Dining Car employees, then members of the Hotel&RestaurantEmployes Union, themselves rebelled against that Union, and by secret ballot conducted by the National Mediation Board they voted to choose the Bfoterhood as their representative. All railroad employees(not handling food&drink) are doing porter work either in Coaches,Chair Cars, Parlor Cars or Sleeping Cars, and therefore belong in the same bargaining unit with the Sleeping Car Porters.

July 20, 1973

Mr. Thomas R. Donahue
Executive Assistant to President Meany
American Federation of Labor and
Congress of Industrial Organizations
815 Sixteenth Street, N. W.
Washington, D. C. 20006

Dear Brother Donahue:

I'm enclosing copy of letter Amtrak have been mailing out to Congressmen and Senators who have contacted them in connection with our problem. I think Amtrak's letter shows what they have in mind. When they takeover the next railroad, I'm pretty sure it will be one where we represent all of the Service employees not employed in dining cars, and then I will apply to the National Mediation Board for a determination.

I'm also enclosing some questions that I think ought to be put before the President of Amtrak, and urge that they answer these questions forthwith.

Fraternally yours,

C. L. Dellums,
International President

GLD:cr
CC : Mr. A. Philip Randolph
Enclosures

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National Railroad Passenger Corporation, 955 L'Enfant Plaza North, S.W., Washington, D.C. 20024 Telephone (202) 484-7100

Amtrak

August 9, 1973

Mr. C. L. Dellums
International President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Dear Mr. Dellums:

Your letter of July 25, 1973, concerning the representation of "Service Attendants" on Amtrak trains has been referred to me for reply.

We were quite concerned upon reading your letter and have made a special investigation of the facts concerning representation of this craft and class of employee.

Many railroads employed three types of service personnel (other than Stewards) in their operations: Dining Car Employees; Coach and Parlor Car Employees; and Sleeping Car Employees. Each railroad had its own method of operation and utilized the classes in a different manner. On some properties, the Coach and Parlor Car Porters (or Train Porters) were independent of the Dining Car forces and were linked to the Sleeping Car forces, while on others, the Coach and Parlor Car employees worked in conjunction with the Dining Car forces. Representation of the Coach and Parlor Car Employees were divided among the Brotherhood of Sleeping Car Porters, Hotel & Restaurant Employees, Transport Workers Union, International Association of Railway Employees and the United Transport Service Workers Organizations. Throughout the years, representation of this group frequently changed hands on the various properties.

Of the several ways of utilizing forces on the trains, Amtrak decided it was more efficient to utilize its Service Attendants in both the dining cars and coaches and assign them to handle food and drink in both areas. As your letter points out, the key factor involved is whether or not the employees handle food and drink and, since Amtrak Service Attendants (formerly called Coach or Chair Porters, Bartenders, Buffet Lounge Attendants, Parlor Car Lounge Attendants, Waiters, 3rd & 4th Cooks, Pantrymen and Busboys) do handle food and drink, it is not practical to separate them into two or more groups.

With respect to representation, while your Organization currently represents approximately 60% of the "Chair Car Porters" in the industry, Amtrak feels that, inasmuch as the "Chair Car Porters" did not handle food and drink, the ratio is not determinitive. On the two properties on which Amtrak has assumed this operation, the preponderance of the employees involved were represented by the Hotel & Restaurant Employees, Bartenders International Union. Therefore, in accordance with our policy, that organization was given voluntary recognition as representing that craft and class. We can see no violation of the law in our granting such recognition and our action does not preclude you from appealing to the National Mediation Board for a certification election if you dispute our decision.

Amtrak has not and will not interfere in any way with the representation of its employees; however, Amtrak is a separate Corporation operating a nationwide rail passenger service and the fact that an organization had representation rights on one or more railroad does not, of itself, give it any right to represent Amtrak employees.

Very truly yours,

A. R. Lowry

A. R. Lowry
Director
Labor Relations

cc: The Honorable Elliot Richardson
Attorney General of the United States

Mr. George Meany
President of the AFL-CIO

August 17, 1973

Mr. A. R. Lowry
Director-Labor Relations
National Railroad Passenger Corporation
955 L'Enfant Plaza North, S.W.
Washington, D. C. 20024

Dear Mr. Lowry:

Referring to yours of August 9, 1973, concerning representation of "Service Attendants" on Amtrak trains:

Your information is not correct concerning the utilization of these employees (Coach Porter, Chair Car Porters or Attendants, Parlor Car Attendants and Train Porters). As I recall, many years ago, the old Burlington railroad came out with a new train, and decided that they wanted to utilize some employees to either handle some duties in the day section, and possibly fill in as a waiter in the dining car when needed. They gave these jobs to dining car employees and called them waiter-porters. It was less than twenty involved, and that was discontinued years ago, and there's no such classification today.

These employees are not noted for changing representation. The majority of these employees were organized by our Union sometime back, in some instances, more than thirty years ago, and they have never changed representation. It is true, that the Hotel&Restaurant Employees Union represents approximately 43 of these Burlington Northern employees (but they did no work in dining cars), but, don't overlook the fact, that our Union represents approximately 100 Burlington Northern dining car employees (formerly, Chicago, Burlington & Quincy employees). The Hotel&Restaurant Employees Union also represents about 40 employees on the old New Haven division of the Penn Central, but I'm not sure how many of them are dining car, and how many are employed in the day section of the train. The Transport Workers Union represent about 43 on the Penn Central. The United Transportation Union represents about 37 on the Illinois Central Gulf. Out of a total of a little over 800, our Organization represents about 650.

Percentage wise this means that nationally we represent approximately 79.5%; the Hotel&Restaurant Employees Union a little less than 11%; Transport Workers Union about 5% and the United Transportation Union about 4½%.

Several months ago, Amtrak had the Penn Central to operate the "Montrealer", and, out of Washington to Montreal. Amtrak advertised for employees, and at first employed 51 new employees and attempted to train them to do anything on the train, other than chef cook and possibly 2nd cook. Amtrak ignored the rights of the experienced railroad workers already employed by the Penn Central, because they obviously wanted to try this experiment with new people. The question now is, is it successful? Our investigation indicates, that the morale of these employees is the lowest of any employees railroads ever experienced in modern times. Our investigation further indicates, that Amtrak have had a far greater "turnover" among these employees than railroads are accustomed to having.

There was a conference held in Amtrak offices in Washington on March 21, 1973. Attending this conference was Mr. Richard Smith, Hotel&Restaurant Employees Union; Mr. Eugene Attreed, Transport Workers Union; Mr. L. H. Greene and myself representing our Organization. We didn't ask Mr. Housman if the utilization of the employees on the "Montrealer" was successful, but we criticized it, and twice during the conference he stated, that it was an experiment and would not be repeated. In light of all of this, Amtrak's position is not sound, and I'm inclined to believe it's by design.

You state that Amtrak will not interfere in any way with the representation of its employees. I'm sure that Amtrak knows it's illegal, where it is known, that more than one organization represents a group of employees for the Carrier to recognize either one as the bargaining agent for them, without a clear showing that that Organization represents a majority. Obviously, only the Brotherhood can make such a showing for the employees involved. Amtrak is trying to get around that fact, by attempting to determine class and craft themselves, and Congress have placed that responsibility solely in the hands of the National Mediation Board. Amtrak knows that our union represents almost 100 Burlington Northern dining car employees. Amtrak knows that the Transport Workers Union represents the overwhelming majority of the dining car employees on the Penn Central. So, if Amtrak is taking the position, that because the Hotel&Restaurant Employees Union represents a clear majority, on a national basis, then by the same reasoning Amtrak should recognize the Brotherhood as representing these service employees.

Incidentally, there's about 150 of these employees on the Southern Pacific, that their seniority is also over sleeping cars and they work on both types of cars. Those service employees we represented on the Chicago, Milwaukee,St.Paul&Pacific have the same rights these Southern Pacific employees have and work the same way. The only logical combination of crafts on the passenger trains would be for the attendants working on the day section to be combined with those working on the sleeping cars, because they have almost everything in common. The only difference in the duties they perform is that when they're on sleepers they make beds and shine passengers shoes. These sleeping car and day train employees aren't bartenders or waiters or cooks or dishwashers, and have almost nothing in common. Unfortunately, they do not even get along together very well, and the majority of them don't socialize together off the job, despite the years of work both our organizations have done to bring them both together.

Yours truly,

C. L. Dellums,
International President

CLD:er
CC: The Honorable Elliot Richardson
Attorney General of the U.S.
Mr. George Meany, President,
AFL-CIO

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

L. H. GREENE, JR.
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035

BROTHERHOOD of SLEEPING CAR PORTERS
Train, Chair Car, Coach Porters, Attendants
& Dining Car Employees
Affiliated with the AFL/CIO/CLC

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

August 6, 1973

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD, BROTHERHOOD OF SLEEPING CAR PORTERS

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: 1973 Meeting of the International Executive Board

Dear Brothers:

The next meeting of the International Executive Board will be held on August 30th, 1973. I hope no one suggests changing this date, because as of now only illness or Amtrak negotiations will cause me to change it. Let's convene on Thursday morning August 30th at 9:00AM in our headquarters in Chicago.

There was a fire in the Midland Hotel, and I have not learned whether or not they are accepting reservations. I would suggest that you contact Brother Shackelford to find out about a reservation.

I know from time to time if something came about that you felt should go on the Agenda for the next board meeting you jotted it down, but at any rate, give immediate thought to Agenda items, and mail them to me, so that I will receive them on or before August 23rd, one week prior to the board meeting.

Fraternally yours,

C. L. Dellums

C. L. Dellums,
International President

CLD:cr

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MICHAEL J. QUILL
International President
1934-1966

TRANSPORT WORKERS UNION OF AMERICA
RAILROAD DIVISION
1980 BROADWAY, NEW YORK, N. Y. 10023 • Phone 873-6000

MATTHEW GUINAN
International President
DOUGLAS L. MAC MAHON
Int'l Secretary-Treasurer
JAMES F. HORST
Executive Vice President

EUGENE ATTREED
Vice President
Director, Railroad Division

August 15, 1973

Mr. C. L. Dellums, International President
Brotherhood of Sleeping Car Porters, AFL-CIO
1716-18 Seventh Street
Oakland, California 94607

Dear Brother Dellums:

I have your letter of August 1st with regards to Amtrak.

I had breakfast with Dick Smith, Vice-President of the Hotel and Restaurant Employees Union, about two weeks past. He informed me his union has been recognized as the bargaining agent, but has not signed a contract. It is my understanding Amtrak intends to hire his people as new employees, cut salaries and use other union busting methods. Dick was also informed by Amtrak, he represents the employees on two trains operating between Washington, D.C. and Canada. However, he will make no attempt to organize the employees, and will live up to the agreement made by your Brothers Green, Smith and myself to protect the others certification.

As of today Amtrak has not changed its position, but we have a hearing with the National Mediation Board, Amtrak and ourselves for September 4th, and will keep you informed.

Fraternally yours,

Eugene V Attreed

Eugene V. Attreed
Director-Railroad Division
International Vice President

EVA:eh
opeiu-153-afl-cio
cc: R. Smith

426

Is Your Pension Worth $2?
COPE Is the Answer

August 21, 1973

Mr. Thomas R. Donahue
Executive Assistant to President Meany
American Federation of Labor and
Congress of Industrial Organizations
815 Sixteenth Street, N. W.
Washington, D.C. 20006

Dear Brother Donahue:

Enclosed you will find letter received a few days ago from Attreed of the Transport Workers Union. Attreed, Dick Smith, L. H. Greene and myself, representing our Organization, met with Housman in the Amtrak offices on March 21st this year. We pointed out to Housman that the Burlington Northern had about 100 dining car employees, formerly Chicago, Burlington &Quincy employees, that had been represented by our Union for a number of years, and that when the four rails merged into the Burlington Northern that Smith's organization and ours negotiated and signed a joint agreement for Coach Porters and Dining Car employees, and that if the Burlington could live with such an agreement, so could Amtrak. It was pointed out to Housman that T.W.U. represented all of the dining car employees on, and possibly all of the Coach Porters, on the Penn Central, with the exception of a few that ran over the old New Haven division, and that group was represented by Smith's organization. Our position was, that these agreements could be negotiated by all of us, and would be joint on the properties where such representation existed. We stated that we were not interested in one another's members, but just our own, and that any new employees would go into the Union where they properly belonged. Housman told us, that no railroad would be taken over and nothing would be done until he got back in touch with the three of us. But ofcourse, Housman has never kept his word with us, and didn't this time.

In light of the above, if someone could talk with the International President of the Hotel&RestaurantEmployees Union, and see if he would be willing to write a letter to Dick Smith, with a copy to Amtrak, telling

Dick to refuse to negotiate or sign an agreement with Amtrak, other than this agreement our three Unions made to one another on March 21, 1973. I think if Housman faced something like this coming from the International President, he may decide that it's not going to be possible for him to force all these service employees on passenger trains into one organization, and the organization of his choice. Housman intends to force the T.W.U. dining car and the other service employees not handling food and drink, as well as those on the Burlington Northern and all over the country into the Hotel&Restaurant Employees Union. When Housman realized that he might defeat himself if he included the Sleeping Car Porters, and I think it obvious that he decided to set them aside for now, knowing that the Brotherhood couldn't exist with only around 500 sleeping car porter members, and they may force these sleeping car men into the other organization, so that he could have his one organization to deal with, and one man to deal with. Housman has made this statement in my presence at least three times, but he usually confined it to one man to deal with, and not mention the organizations.

What do you think of this suggestion?

Fraternally yours,

C. L. Dellums,
International President

CLD:cr
CC : Mr. A. Philip Randolph

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

L. H. GREENE, JR.
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035

BROTHERHOOD of SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters, Attendants
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C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

September 14, 1973

Mr. A. Philip Randolph
International President Emeritus
Brotherhood of Sleeping Car Porters
280 9th Avenue Apartment #5B
New York, New York 10001

Dear Chief:

I signed the Credential naming you as our delegate to the AFL-CIO Convention. The enclosed copy was sent back to me by Brother Seymour, and I believe that it should have gone to you to be presented to the credential committee.

Am I right in assuming, that arrangements are made for us to have our usual rooming facilities down there along with the Institute? My memory tells me, that the Executive Council will also meet a day or two prior to the Convention. If that's correct, please let me know when you will actually arrive in Miami, so that I can make my plane reservation to arrive on the same day.

Fraternally yours,

C. L.

C. L. Dellums,
International President

CLD:cr
Enc.

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AMERICAN FEDERATION OF LABOR AND CONGRESS OF INDUSTRIAL ORGANIZATIONS

EXECUTIVE COUNCIL

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PRESIDENT

LANE KIRKLAND
SECRETARY-TREASURER

JOSEPH CURRAN
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FLOYD E. SMITH
S. FRANK RAFTERY
GEORGE HARDY
WILLIAM SIDELL

815 SIXTEENTH STREET, N.W.
WASHINGTON, D.C. 20006

(202) 637-5000

September 27, 1973

Mr. Winfred W. Seymour, Sr., Secretary-Treasurer
Brotherhood of Sleeping Car Porters
5253 Thrill Place
Denver, Colorado 80207

Dear Sir and Brother:

This will acknowledge receipt of Credentials listed below for the Delegates-Elect of your organization to the Tenth Constitutional Convention of the American Federation of Labor and Congress of Industrial Organizations.

With very best wishes, I am

Fraternally yours,

Lane Kirkland
Secretary-Treasurer
AFL-CIO

hh
opeiu#2

FOR YOUR INFORMATION AND FILES

WWS

September 28, 1973

Mr. C. L. Dellums
International President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Dear C. L.

I received the credential you forwarded to me for the AFL-CIO Convention.

Relative to your question: We will have the same room facilities as before as the Americana Hotel. Hotel reservations have been made for Tuesday, October 16.

I am scheduled to arrive in Miami on National Airlines Flight 91 at 6:00 p.m., October 16.

There is a possibility that I may have to go down two days earlier - on the 14th, since I received a notice that I am to serve on the Resolutions Committee which will meet on Monday morning, October 15. In any case, if you arrive on October 16, I will most certainly be there at that time.

Looking forward to seeing you, I am

Fraternally yours,

A. Philip Randolph

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A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
PRESIDENT'S OFFICE
1716-18 Seventh Street
Oakland, California 94607

L. J. SHACKELFORD, JR.
International Vice President
431 South Dearborn St. - Suite 1224
Chicago, Illinois 60605

BROTHERHOOD of SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters and Attendants
Affiliated with the AFL-CIO/CLC

INTERNATIONAL HEADQUARTERS
5253 THRILL PLACE
DENVER, COLORADO 80207
Phone: 303-322-4757

W. W. SEYMOUR, SR.
International Secretary-Treasurer

L. H. GREENE, JR.
Eastern Zone Supervisor
103 East 125th Street, Suite 710
New York, N.Y. 10035

A. R. BLANCHETTE
International Field Representative
Dominion of Canada
517 Castle Building
1410 Stanley
Montreal 110, Quebec

September 29, 1973

Mr. C. L. Dellums
International President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Dear Brother Dellums:

I was somewhat heartened after reading in the evening Post that the Teamsters and the United Farm Workers have worked out an agreement. As I am sure you know, this agreement entailed some compromise on both sides.

It seems to me that on many occasions you have offered some compromise to the Hotel and Restaurant Union. Now my thinking is ---Would it be possible for you to ask George Meany to get the two International Presidents together so that he might hear both sides and attempt to effectuate a compromise?

I agree that it is fair for us to give up what waiters we represent and for the waiter's union to give up what chair car people they represent. If Amtrak knows that George Meany and both International Presidents are going to stand adamantly on such an arrangement as mentioned above, perhaps they will get down to serious contract talks.

Contract talks could be combined. It seems to me, however, that there would need to be some different language and conditions that would apply to chair car and pullman men. Each organization, I think, should monitor its own contract.

These are just some ideas - not new, I am sure, however, I just had to pass along to you.

Fraternally yours,

W. W. Seymour Sr.
W. W. Seymour, Sr.
International Secretary-Treasurer

WWS/lps
cc: A. Philip Randolph

October 5, 1973

Mr. W. W. Seymour, Sr.
International Secretary-treasurer
Brotherhood of Sleeping Car Porters
5253 Thrill Place
Denver, Colorado 80207

Dear Brother Seymour:

Reference is made to your letter of September 29th, concerning Meany getting the two International Presidents together. Meany delegated Tom Donahue, one of his assistants, to get into this matter and do everything possible to protect the Brotherhood of Sleeping Car Porters. I've had several telephone conversations with Donahue and some correspondence. I have supplied him with all the information concerning our problem. I told Donahue sometime ago, that what we really need is a letter from Smith's International President, instructing him, with copy of the letter to Amtrak, that the Hotel&Restaurant Employees Union have no interest in representing any group of employees now represented by the Brotherhood of Sleeping Car Porters, and that Smith must not negotiate or sign any agreement with Amtrak or anyone else covering railroad service attendants (Train,Chair Car, Coach, Parlor Car Attendants & Porters) or the International President could write such a strong letter to Amtrak, with copies to Smith and myself, and with that I think Amtrak would be forced to back up. Donahue agress in principle, and thought that it would be a good idea for him to arrange a meeting between me and a man he named, I don't remember the name, who works out of Chicago, but I believe he holds the title of assistant to the President. I asked Donahue to setup such a meeting, preferably in Chicago, but I would come to Washington or Cincinnati or wherever he arranges the meeting. I don't know what's happened, but such a meeting hasn't been arranged. I have already written Donahue and asked him to arrange such a meeting during the convention week after next.

Fraternally yours,

CLD:cr
CC : Mr. A.Philip Randolph

C. L. Dellums,
International President

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

L. H. GREENE, JR.
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103 E. 125th St., Suite 610
New York, New York 10035

BROTHERHOOD
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International President
1716-18 Seventh Street
Oakland, California 94607

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

October 5, 1973

Mr. A. Philip Randolph, President Emeritus
Brotherhood of Sleeping Car Porters
280 9th Avenue Apartment #5B
New York, New York 10001

Dear Chief:

I plan to arrive in Miami Beach on the afternoon of October 16th and remain until the morning of October 23rd. I hope you feel up to going down on the 14th, because it's important for you to be on the Resolution Committee. Looking forwards to seeing you, I am

Fraternally yours,

C. L. Dellums

C. L. Dellums,
International President

CLD:cr

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Certified Mail
Return Receipt Requested
No. 441538

November 7, 1973

Mr. Thomas R. Donahue
Assistant to President Meany
American Federation of Labor and
Congress of Industrial Organizations
815 Sixteenth Street, N. W.
Washington, D. C. 20006

Dear Brother Donahue:

Enclosed you will find copy of letter I just sent to President Hanley, which is self-explanatory. Last Saturday, November 3rd, ten men representing the Hotel&Restaurant Employees & Bartenders International Union signed a working agreement, consisting of seventeen memographed double-spaced pages, and then Richard W. Smith's name is signed to an agreement representing the Hotel&Restaurant Employees &Bartenders International Union with the two representatives of Amtrak consisting of ten like pages, and provides for a union shop dues deduction. Further, Mr. A. R. Lowry, Director - Labor Relations for Amtrak addressed a letter to Mr. Richard Smith, confirming discussions during negotiations of the interim agreement to take care of employees of Amtrak after their C-1 protection expires. Further, another letter by Mr. Lowry to Mr. Smith, providing that effective January 1, 1974, that Amtrak will pay the 4% that all of the unions hold with the various railroads. And lastly, Mr. Lowry addressed another letter to Mr. Smith, agreeing to continue the investigation into the feasibility of their participation in hospital associations rather than the Travelers Insurance agreement, known as GA-23000. The three letters referred to are dated November 2nd, 1973. Now Mr. Donahue, I think you had better bring President Meany in on this personally, because in my judgement, the AFL-CIO now has a Teamster.

double cross and backdoor type of deal right on its front porch. Before we stake our case before the bar of Public opinion, I want to give the AFL-CIO every opportunity to get involved in this matter.

The union shop and dues deduction agreement is the most serious of all, because as fast as Amtrak takes over these employees, and they plan to take them over from every one of the Amtrak railroads by January 1st, the union shop agreement will force our members to join the Hotel&Restaurant Employees &Bartenders International Union or be discharged. I don't think the Teamster's agreement goes that far, but I don't see how it could possibly go any further. President Meany should demand of President Hanley to repudiate his representatives signing an agreement as representing a class of employees that at the present time they do not represent twelve percent, and knowing that at the present time the Brotherhood of Sleeping Car Porters represent at least eighty percent.

President Hanley should repudiate the inclusion of our members in this agreement, and so notify Amtrak, and the Brotherhood of Sleeping Car Porters of his actions. President Hanley should order his men to take the necessary steps to take these Coach and Chair Car Porters out of their agreement, and support the Brotherhood of Sleeping Car Porters in its fight with Amtrak.

Obviously, time is of the essence, because beginning yesterday, they could force a group of our members to join their organization or be fired, and the others as fast as Amtrak employs them. Right at this minute Amtrak have men in Chicago interviewing Penn Central employees, because Amtrak is taking part of them over on or before the 15th of December. Amtrak have given the Seaboard Coast Line a December date for takeover, so you see action is needed and needed now.

Sincerely and Fraternally yours,

C. L. Dellums,
International President

CLD:cr

P.S. The Teamster type deal referred to above is the United Farm Workers
- Teamster situation

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Certified Mail
Return Receipt Requested
No. 441537

November 7, 1973

Mr. Edward T. Hanley, General President
Hotel&Restaurant Employees' and Bartenders
International Union
120 E. Fourth Street
Cincinnati, Ohio 45202

Dear Brother Hanley:

You will recall, that Mr. Thomas R. Donahue, representing President George Meany, arranged a conference for you and myself to meet with him concerning the problems we are having with Amtrak in the Americana Hotel in Miami Beach, Florida on Monday, October 22nd. At that time, neither your organization or mine had signed any kind of working agreement with Amtrak, even though Mr. Richard Smith, in the name of your organization, had signed a Consent Recognition letter recognizing your organization as the bargaining agent for the dining car employees and "Coach Porters". I need not go into the conference we held at this time.

On Saturday, November 3rd, almost two weeks subsequent to our conference, ten men, representing the Hotel&Restaurant Employees& Bartenders International Union signed an agreement with Amtrak that went even further than the Consent Recognition letter, because this agreement not only includes Coach Porters, but, also Chair Car Porters. Up to then I had been lead to believe, that both your organization and mine were only concerned with negotiating an interim agreement, consisting of three rules, namely, a grievance and claims rule, a a union shop agreement and a check-off agreement, and that the complete working agreement would be negotiated after the question of representation was settled. However, the agreement signed last Saturday is just about a complete working agreement, and the only reason I can see why it's called interim is, because all parties to this agreement know that the inclusion of Coach and Chair Car Porters is morally wrong, and no doubt illegal, because it's contrary to the provisions of the Railway Labor Act. Every man who signed this agreement know that this actually is a national agreement, and that each and every one of them knew at that time, that your organization did not then, does not now, and never have represented a majority of the front of the train service employees designated by various railroad as Coach Porters or Chair Car Porters or Chair Car Attendants or Parlor Car Porters or Attendants or Coach Attendants or Train Porters. Each and every man who signed the agreement know at that time that the Brotherhood of Sleeping Car Porters have in its membership now, and has had for more than twenty years the substantial majority of these service employees.

As the International President, I call upon you to repudiate the inclusion in the scope rule any employees that, on a national basis, are represented by the Brotherhood of Sleeping Car Porters, and so notify Amtrak.

Please, may I hear from you on this serious subject without delay.

Sincerely and Fraternally yours,

C. L. Dellums,
International President

CLD:or
Enclosure - "First two pages of so-called interim agreement"
CC : Mr. Thomas R. Donahue
Assistant to President Meany

BROTHERHOOD OF SLEEPING CAR PORTERS
OFFICE OF THE INTERNATIONAL PRESIDENT
1716-18 W. 7th Street, Oakland, California
893-0894

December 14, 1973

"SPECIAL REPORT ON SLEEPING CAR PORTERS' AGREEMENT"

TO: LOCAL OFFICIALS AND PRESIDENTS AND SECRETARY-TREASURERS OF ALL
LOCAL DIVISIONS, BROTHERHOOD OF SLEEPING CAR PORTERS

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

DEAR BROTHERS:

We have signed a temporary agreement for the sleeping car porters. Amtrak said they would not be prepared to negotiate a permanent agreement until after they had taken over the on-board service personnel of all Amtrak trains, and expect to have that completed before June. So, the agreement is called an "interim agreement" and therefore just enough to get by with.

This agreement only covers sleeping car porters, and that's for two reasons: (1) Amtrak "gave" representation of the Coach and Chair Car Porters, Coach, Chair Car and Parlor Car Attendants to the Hotel& Restaurant Employees Union. Obviously, we protested and are fighting it, and will do everything within our power to force Amtrak to recognize our right to represent these employees. It's unfortunate that Richard Smith, representing the dining car employees signed such a letter granting him jurisdiction over these employees. If he had refused to do Amtrak's bidding there would have been no problem.

Urge all the members of the Brotherhood, as well as any new employees hired to work in any class that is now represented by the Brotherhood not to pay any money, and not to join the Hotel& Restaurant Employees Union until Amtrak notifies them that the Hotel& Restaurant Employees Union have charged them with violating the union shop agreement. Richard Smith stated ~~the~~ to Amtrak in the presence of Shackelford, Seymour and myself, that his organization would make no attempt to sign up any of our members for at least six months. The Amtrak people told us that if Smith does send in dismissal notice against any of our members that Amtrak will ignore it until this matter is definitely settled.

If the Hotel&Restaurant Employees Union don't take steps to correct this attempt to raid our organization within the next three weeks, then early in January the Brotherhood will file charges against them for attempting to do to our Union what the Teamsters union are trying to do to the Farmworkers union. This charge will be filed and made to the AFL-CIO, and I will keep you informed.

Fraternally yours,

C. L. Dellums

C. L. Dellums,
International President

CLD:cr
CC : Members of International
Executive Board, BSCP

ASA PHILIP RANDOLPH

SUBJECT FILE

BROTHERHOOD OF SLEEPING
CAR PORTERS
CORRESPONDENCE

Dellums, C. L.

1974-77
&
undated

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LEGIBILITY IS DIFFICULT IN THE ORIGINAL

Ye shall know the truth,
and the truth shall make you free !

BROTHERHOOD OF SLEEPING CAR PORTERS
OFFICE OF INTERNATIONAL PRESIDENT
1716-18 West Seventh Street
Oakland, California 94607

January, 1974

Dear Brother Members:

Amtrak "gave" the right to represent the employees formerly designated as Coach or Chair Car Porters, Coach, ChairCar and Parlor Car Attendants to the Hotel&Restaurant Employees&Bartenders International Union by getting together with Mr. Richard Smith, International Vice President at-large of that organization, and presenting to Mr. Smith what Amtrak called a Consent Letter, recognizing them as representing these employees, and Mr. Smith signed it. Mr. Smith and Amtrak knew at the time that at least eighty percent of these employees were members of the Brotherhood. If Mr. Smith had refused to do Amtrak's "bidding" there never would have been any problem over representation.

We have served notice on Amtrak and this other Union, that we will use every weapon at our command to stop both of them from trying to destroy our Union. We will continue our fight to win back our 40 hour week, and $5.00 an hour's pay.

On November 15, 1973 while we were in conference with Amtrak officials in Chicago, negotiating an Interim Agreement for our sleeping car employees, they went to the phone and called Mr. Smith, and had him come down to their offices, and Mr. Smith stated to the three Amtrak officials in the presence of Brothers Shackelford, Seymour and myself, that his organization would not try to force any of our members to join his organization, for at least six months and the whole thing should be settled by then. Therefore, I urge our members who are or were designated as Coach or Chair Car Porters, Chair Car or Parlor Car Attendants or Train Porters to refuse to have anything to do with the other organization until this matter is finally settled, and when you go to work for Amtrak dues will no longer be taken out of your pay, and I hope you will prove your loyalty to the Brotherhood by paying your dues promptly yourself, so that we will have ample funds to carry on this fight. It would take too long to tell you all of the things we're doing, but we are doing things, and I will write you again in the not too distant future to tell you all about it. I urge our members who are employed as Sleeping Car Porters to immediately get in touch with your local representative to sign the check-off, so Amtrak can deduct your dues from your pay. Now remember the Brotherhood's old slogan, "A winner never quits and a quitter never wins."

Fraternally yours,

C. L. Dellums
C. L. Dellums,
International President

CLD:cr

February 8, 1974

Mr. L. J. Shackelford, Jr.
International Vice President
Brotherhood of Sleeping Car Porters
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

Dear Brother Shackelford:

I called earlier today, and Mrs. Helms told me that you had gone to lunch and to the bank, so I left the message for you. I'm calling off the Miami Beach trip, because Mrs. Dellums is in the hospital, and have had very serious and major surgery, and the doctor tells me that it is cancer, and that it has spreaded so that there's no hope. One doctor said that he seriously doubted that she would leave the hospital, and the one who actually performed the surgery said that if the surgery slowed down the progress of the cancer, that it would give her just a few months, otherwise it could happen anytime. Therefore, I don't think that a meeting of R.L.E.A. is important enough for me to get that far away. I don't plan to get more than an hour or so away, so that upon a telephone call I can be with her in just a little while. We have been together forty-nine years.

Fraternally yours,

C. L. Dellums,
International President

CLD:cr
CC : Mr. W. W. Seymour, Sr.
Mr. A. Philip Randolph
Mr. A. R. Blanchette
Mr. L. H. Greene, Jr.

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5738 S. Van Ness Avenue
Los Angeles, California
February 22, 1974

Mr. C. L. Dellums, Chairman
International Executive Board
Brotherhood of Sleeping Car Porters
1716-18 West 7th Street
Oakland, California 94607

Dear Brother Dellums:

I received an appointment from Amtrak for one of their positions. Now that I have passed the probation period, and being in accord with the provisions of the Brotherhood Constitution, I hereby tender my resignation as a lay member of the International Executive Board.

The above does not mean that I've lost any interest in the Brotherhood, and if I can be of any future service to the Brotherhood I will be very proud to render it.

Sincerely and fraternally yours,

W.C. Isaacs

W. C. Issacs

BROTHERHOOD OF SLEEPING CAR PORTERS
OFFICE OF INTERNATIONAL PRESIDENT
1716-18 West Seventh Street
Oakland, California 94607

March 6, 1974

TO THE MEMBERS THROUGH THEIR LOCAL REPRESENTATIVES, BROTHERHOOD OF SLEEPING CAR PORTERS

DEAR MEMBERS:

Referring to our problem with the Hotel and Restaurant Employees Union and Amtrak; I was prepared to file charges against the Hotel and Restaurant Employees Union, but President George Meany's office is trying to straighten the matter out. President Meany's office called a meeting to be attended by the Hotel and Restaurant Employees, Transport Workers union, because they represent everybody on the Penn Central that we don't represent and us. - This meeting was held on January 31st, 1974, and the three of us agreed, that each Union should keep the members it had when Amtrak came into being, and divide employees hired since then between the three unions on a proportionate basis. For example, if one union represented, say 80% of the dining car employees or Coach or Chair Car employees, then that union would get 80% of the new ones. Since we represented all of the sleeping car porters, then we would get all new sleeping car porters, and the others would be divided on the proportionate formula explained above. In order to do this we agreed to form a Federation of the three unions, only for the purpose of dealing with Amtrak, and we intend to negotiate a real Agreement with Amtrak, in the name of the Federation, and the division of employees would be our business. A lawyer is working on the Federation, and I expect to receive the first draft of it any day now.

The Brotherhood's great need now is for All of its Members to continue to pay their Dues to the Brotherhood, and No Other Union. The dining car people will not attempt to force any of our members to join their union. However, the Brotherhood is the only one of the three unions that is financially up against it, and its members should not let it down by being too cheap to pay their dues. If any of our Coach, Chair Car or Parlor Car members refuse to pay dues to the Brotherhood, then we would have Richard Smith send their names into Amtrak for dismissal.

Everybody should keep up the FAITH, this matter should be settled permanently between now and June.

Fraternally yours,

C. L. Dellums

C. L. Dellums,
International President

CLD:cr

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

L. H. GREENE, JR.
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035

BROTHERHOOD of SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters, Attendants
& Dining Car Employees
Affiliated with the AFL/CIO/CLC

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

March 19, 1974

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD, BROTHERHOOD OF SLEEPING CAR PORTERS

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: BROTHERHOOD JOINING IN AMTRAK SERVICE WORKERS COUNCIL OR SIMILAR NAME ALONG WITH TRANSPORT WORKERS UNION AND HOTEL&RESTAURANT EMPLOYEES UNION

DEAR BROTHERS:

As I have informed you about the problems the Brotherhood is having with Amtrak, and the predicament we're in because of the Agreement the Hotel&Restaurant Employees Union and Amtrak signed, which included all of the service workers employed and to be employed by Amtrak, with the exception of the sleeping car attendants. As I have informed you, I believe the safest and best protection we can get for the Brotherhood now would be through this Council or Federation. Since entering into such an arrangement is not really provided for in our Constitution, I would like for the Board to go on record supporting and directing the International President to sign such a Council or Federation when he feels it is as good as can be secured. Please send me your vote or position by return air mail.

Fraternally yours,

C. L. Dellums

C. L. Dellums,
International President

CLD:cr

March 27, 1974

Mr. C. L. Dellums
International President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Dear Brother Dellums:

This will acknowledge receipt of your memorandum of March 19 to the International Executive Board of the Brotherhood of Sleeping Car Porters concerning the Brotherhood joining the Amtrak service workers' council, along with the Transport Workers Union and the Hotel & Restaurant Employees Union.

I note the position which you suggest the Brotherhood of Sleeping Car Porters will be required to take to protect the best interests of the organization.

May I say that I am in agreement with your reasoning and, therefore, wish to register my vote in support of the position you suggest in the best interest of our movement.

Fraternally yours,

A. Philip Randolph

April 16, 1974

Mr. A. R. Blanchette
International Field Representative
Brotherhood of Sleeping Car Porters
1410 Stanley Street
517 Castle Building
Montreal, Quebec
H3A 1P8

Mr. L. H. Greene, Jr.
Eastern Zone Supervisor
Brotherhood of SleepingCarPorters
103 E. 125th St., Suite 610
New York, New York 10035

Dear Brothers:

We got a meeting set for Tuesday, April 9th in President Meany's office and to be presided over by Tom Donahue. This meeting was called for the purpose of perfecting a Council of Amtrak service employees by the T.W.U., Hotel&Restaurant Employees and the Brotherhood, so that we could then present a united front in dealing with Amtrak. I requested that Mr. Lowry of Amtrak make himself available for Wednesday the 10th or possibly Thursday the 11th. However, a few days prior to the scheduled conference T.W.U. and the Brotherhood received telegram reading as follows:

> "Request meeting of April 9th be postponed due to appeal through our General President by General Chairmen to rescind his instructions to vice president Smith to enter into an Agreement to establish Council of combined organizations to represent Amtrak employees"

and signed Executive Board of Joint Council of Dining Car Employees. I ignored the telegram and went on to Washington. And, it developed that T.W.U. took the same position, but the T.W.U. attorney did call Richard Smith and informed him that they were ignoring the telegram, and expecting him to attend the meeting, and he said he would, which he did.

I decided that the significance of such a move most certainly justified having Brothers Shackelford and Seymour attend this conference with me, and they did. Richard Smith announced that he would participate in the conference, but with the understanding, that if Mr. Hanley, his International

President, granted the request of the Joint Council Executive Committee that such would nullify his participation. Well, we agreed on the wording of the Council, and I suggested that under these circumstances, I thought it best that the three International Presidents only sign this Agreement, and that was readily agreed to. As soon as it was available I signed it. President Guinan of T.W.U. was in Florida, but was scheduled back early this week so that he could sign it, and then Richard Smith was going to take it to Hanley for signature. If Hanley signs it, then Amtrak will be approached and requested to recognize the Council as the bargaining agent for their service employees as represented by these three organization, with the exception of the Sleeping Car Attendants, because they will continue to be represented exclusively by the Brotherhood. This Agreement we signed provides for each Union to continue to keep the members they had at the time Amtrak tookover the on-board service personnel of each road, and all other employees would be treated as new hires and divided between the three orgranizations proportionately. As soon as the Agreement is signed by the other two Presidents copies will be made available, and I will send you a copy forthwith.

Fraternally yours,

C. L. Dellums,
International President

CLD:er

CC: Mr. A. Philip Randolph
Mr. G. R. Tillman

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

L. H. GREENE, JR.
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035

BROTHERHOOD of SLEEPING CAR PORTERS
Train, Chair Car, Coach Porters, Attendants
& Dining Car Employees
Affiliated with the AFL/CIO/CLC

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

April 29, 1974

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD, BROTHERHOOD OF SLEEPING CAR PORTERS

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: AUDITOR'S TRIENNIAL REPORT

Dear Brothers:

Enclosed you will find a photocopy of a letter from our Auditor, which is self-explanatory.

The Auditor called me on the telephone, and talked to me about this report and how much it would cost. But, he told me, that he is absolutely confident that I am on top of the Brotherhood finances, and that Brother Seymour is just as diligent in guarding the funds, and that there's absolutely nothing wrong, and he felt that it really would be a waste of money to have them to do the work they would have to do, in order to certify the report when the report they would make up for us, without the certification, would be just as accurate and just as good.

Obviously, I wouldn't take it upon myself to make this determination, though I will cast my vote against having the report certified this time, therefore I'm hereby requesting your decision in this matter.

Fraternally yours,

C. L. Dellums

C. L. Dellums,
International President

CLD:cr
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CPA [illegible]
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levine & kreisman, inc.
certified public accountants

April 25, 1974

Mr. C. L. Dellums
International President
1716-18 Seventh Street
Oakland, California 94607

Dear Mr. Dellums:

I have spoken with Mr. Seymour concerning the possibility of us preparing a certified audit as of July 31, 1974. This would consist of a certification of the balance sheet of the aforementioned date and a certified audit of the cash receipts and disbursements for the three years ended July 31, 1974. As you know, we are more than happy to provide this service for the Brotherhood and its members, but our good faith and honest dealings with clients compel us to mention to you that we feel that the expenditure of funds for this kind of procedure will be quite sizable (in the range of $6,000 to $8,000). We also should mention that the expenditure of this kind of audit fee, in our opinion, is not necessary in the case of the Brotherhood. We feel that you could probably utilize this money in a much more beneficial manner.

Please inform us as to whether or not you would care to continue with the certified audit or whether you would like to have an unaudited statement in the same format and style to which you are accustomed for each of your quarterly statements. We would be glad to accommodate you in any manner which you feel is appropriate.

Sincerely yours,

LEVINE & KREISMAN, INC.

Alan Levine

Alan Levine, C.P.A.

AL:gb

3545 SOUTH TAMARAC STREET/SUITE 310/DENVER, COLORADO/80237/(303) 771-5400

May 15, 1974

Mr. C. L. Dellums
International President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Dear C. L.

I am in agreement with your decision concerning the certified audit by the Auditor. I think it is an unnecessary expense since we have all the information that a certified report would provide.

Fraternally yours,

A. Philip Randolph

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

L. H. GREENE, JR.
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035

BROTHERHOOD of SLEEPING CAR PORTERS
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International President
1716-18 Seventh Street
Oakland, California 94607

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International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

May 15, 1974

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD, BROTHERHOOD OF SLEEPING CAR PORTERS

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: LAWSUIT BY CERTAIN SLEEPING CAR PORTERS AGAINST THE BROTHERHOOD

As you know, some of our brothers, mostly Washington, D. C. brothers sued the Brotherhood, claiming we conspired with The Pullman Company, so that The Pullman Company wouldn't pay them certain severance pay money.

Judge Hoffman dismissed the case, and the plaintiffs appealed, and yesterday the District Court of Appeals upheld Judge Hoffman's dismissal of the case. Our attorney believes that this the end of it.

Fraternally yours,

C. L. Dellums

C. L. Dellums,
International President

CLD:cr

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LAW OFFICES
MULHOLLAND, HICKEY & LYMAN
SUITE 400, 1125 FIFTEENTH STREET, N.W.
PHONE (202) 833-0855
WASHINGTON, D.C. 20005

EDWARD J. HICKEY, JR.
WILLIAM J. HICKEY
GEOFFREY N. ZEH
WILLIAM E. FRIEDENBERGER, JR.

TOLEDO OFFICE
741 NATIONAL BANK BLDG
TOLEDO, OHIO 43604

CLARENCE M. MULHOLLAND
RICHARD R. LYMAN
EDWARD J. McCORMICK, JR.
DONALD W. FISHER
RICHARD M. COLASURD
R. JEFFREY BIXLER

May 15, 1974

Mr. C. L. Dellums, Int'l President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Re: Miles et al v. Brotherhood of Sleeping Car Porters and Pullman. No. 73-1515 CA Seventh Circuit

Dear C. L.:

To insure that you get personally a copy of the opinion entered by the U. S. Court of Appeals for the Seventh Circuit in Chicago, Illinois in support of its judgment affirming the dismissal of this action by the U. S. District Court, a copy is enclosed.

I believe that I have conveyed to you the personal satisfaction that I have experienced in receiving this favorable decision. I am sure that that satisfaction is also shared by you and that it is a vindication of the capable leadership given by you and your officers in the protection of your membership.

It is unnecessary to remember some of the dark hours we jointly experienced throughout the tortuous history of this case when it was before Judge Hoffman. My pleasure has been enhanced by the apparent vindication of our consistent position throughout this litigation as disclosed by the second from the last paragraph on page five of the opinion where, although not necessary for its judgment and ruling, the Court of Appeals affirmatively concluded that after examination of the complaint and record it agreed with us that the plaintiffs had failed to state a claim for relief against the unions.

With warm regards,

Sincerely yours,

MULHOLLAND, HICKEY & LYMAN

By Bill
William J. Hickey

cc: L. J. Shackelford, Jr.

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HOTEL & RESTAURANT EMPLOYEES AND
BARTENDERS INTERNATIONAL UNION

COPY

May 16, 1974

Mr. Thomas R. Donahue
Executive Assistant to the President
AFL-CIO
815 Sixteenth Street, N.W.
Washington, D. C. 20006

Dear Brother Donahue:

At our recent General Executive Board meeting, I discussed with our International Vice President, Richard W. Smith, and our General Counsel, Jerry F. Venn, the status of the discussions between the Brotherhood of Sleeping Car Porters, the Transport Workers Union and our organization with respect to the proposed formation of the Amtrak Service Workers Council.

I recognize that it is in the best interests of all parties concerned to resolve this matter as soon as possible. Considering the several problems involved here and after a thorough review of the issues, I previously authorized Vice President Smith to enter into such arrangements or agreements as would permit the Brotherhood and the T.W.U. to retain the percentage of workers they represented prior to the take-over by Amtrak. Since that time, however, I have received an appeal from the General Chairmen comprising the Executive Board of our Joint Council of Dining Car Employees requesting that I rescind my previous instructions to Vice President Smith authorizing him to enter into an agreement to establish such a council. For that reason, I feel compelled to once again thoroughly review this matter including a consideration of all possible legal ramifications. To that end, I have asked our General Counsel to consider the various legal aspects of this problem and have instructed him to confer with representatives of the Joint Council of Dining Car Employees so that no aspects of this matter are overlooked.

As previously indicated, I am anxious to resolve this dilemma at the earliest possible date and as soon as we have completed a thorough review of this matter, I will advise you and all other interested parties accordingly. In the meantime, I would hope that the Brotherhood of Sleeping Car Porters and the Transport Workers Union would defer action on this subject pending our final response.

Thank you again for your help and cooperation in working toward a resolution of this very important issue.

Fraternally yours,

EDWARD T. HANLEY
General President

ETH:FH-V

CC: C. L. Dellums, Pres.
Brotherhood of Sleeping Car Porters

Matthew Guinan, Intl. Pres.
Transport Workers Union of America

Eugene Attreed, Vice Pres.
Transport Workers Union of America

Ira Gammerman, Esq.

John M. McGrath, Gen. Chairman
Dining Car Employees Union, Local 370

Richard W. Smith, Vice President
H&REBIU

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A. PHILIP RANDOLPH
International President Emeritus

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103 E. 125th St., Suite 610
New York, New York 10035

BROTHERHOOD of SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters, Attendants
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C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

May 20, 1974

Mr. Thomas R. Donahue
Executive Assistant to President Meany
American Federation of Labor and
Congress of Industrial Organizations
815 Sixteenth Street, N.W.
Washington, D. C. 20006

Dear Brother Donahue:

Last Friday I received copy of letter Brother E. T. Hanley, President of Hotel&Restaurant Employees International Union addressed to you under date of May 16, 1974, which was in reference to the proposed united front we were hoping the three unions could put in dealing with Amtrak. I can appreciate the predicament Brother Hanley is in, and I'm afraid now that the proposed Council is doomed, because I'm sure no other union have had the experience with the general chairmen of these various dining car cooks and waiters unions that we have had. We could never depend upon them, because they would never keep their words. Several of them have wanted to try to raid our Organization, but were afraid to try, because they knew that we would not start a fight with anyone, but would fight anyone. As a matter of fact, the rank and file of the dining car employees have asked Brother Randolph to let them come into our Organization through out the years, beginning in 1940, but we would not encourage them for reasons that to us were sound. Since we know that they aren't trustworthy and truthful people, and have no word, then President Hanley will never know the truth of the matter through them.

Now someone should have a understanding of what this is all about; the dining car employees were organized by various individuals or groups on the several railroads separately and independently of the others. For instance, the dining car employees working for the Southern Pacific were known as the dining car cooks and waiters, local 456. They now have one local headquartered, here in Oakland, and this man here is suppose to represent all of them on the Southern Pacific system. I believe they were the first ones in the nation to organize and get a agreement with a Carrier, and in due time they affiliated with the Hotel&Restaurant Employees and received what we called at that time an auxiliary charter, because the Hotel&Restaurant Employees Union still had the color clause in its constitution. Largely as a result of the success of the Brotherhood of Sleeping Car Porters others were able to organize on the various railroads and secure charters in a like manner, I think at one time there were twenty-two of them. Now, each of these organizations had a general chairman, and his primary job was to run down the dining car employees to collect their dues, because that's what he lived off of.

Since no one knew their strengths and weaknesses better than we did, A. Philip Randolph called them together in a national meeting for the purpose of setting them up some kind of struture, so that their grievances and claims could be taken to the National Railroad Adjustment Board, when necessary, but the final intent was to get them setup on a national basis. This group Brother Randolph organized for them became known as the Joint Council of Dining Car Employees, which Richard Smith represents today. As a matter of fact, the Brotherhood has done more to help dining car employees than their own International, because we worked on them to help get them organized and encouraged them through out the years before the union shop agreement days to maintain their organizations. Without our encouragement many of them would have petered out, particularly between 1938 and 1951. Now that they're working for Amtrak and have an interim agreement, which in effect eliminated the various dining car employees' local unions, and with the union shop and check-off the general chairmen can no longer justify their being, and they are desperately looking for a way to hang on to their jobs. So, if they can have the backing of the International to raid the Brotherhood and T.W.U., they feel that their futures are assured until they retire. I don't know if its possible to get Hanley, Guinan and myself to sit down and discuss this subject ourselves, and maybe if President Meany would take time to take charge of this, and call the three International Presidents together himself we might be able to convince Brother Hanley that there shouldn't be any war between these organizations, because we can live together, and we can work together, and we can force Amtrak to deal with us. It's obvious that Amtrak wants one organization to deal with, and Amtrak chose the organization out of the three that they have reason to believe that will be the easiest for Amtrak to deal with, and unfortunately up to now it seems like Amtrak made the right choice.

Fraternally yours,

C. L.

C. L. Dellums,
International President

CLD:cr
CC : Mr. Eugene V. Attreed

A. PHILIP RANDOLPH
260 PARK AVENUE SOUTH
NEW YORK, N. Y. 10010

May 22, 1974

Mr. C. L. Dellums
International President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Dear Brother Dellums:

While I was in attendance at the meeting of the AFL-CIO Executive Council, May 9, I took the opportunity, with Brother William Bowe, former Secretary-Treasurer of the Brotherhood of Sleeping Car Porters, to hold a conference with President George Meany.

Since apparently I am not improving fundamentally from my illness, I took this opportunity to discuss with Brother Meany my desire to retire from membership on the Executive Council, and my interest in having him place you on the Council.

George was not friendly to the idea of my getting off the Council; in fact, he stated that he didn't want me to get off. I was highly appreciative of his attitude concerning my relations with the Council but pointed out to him that my health was not good enough for me to remain in this important post.

I therefore requested him to place you on the Council in my stead. His comment was that while he would like to see me remain, if I insisted on getting off he would be glad to place you on the Council. Needless to say, I was greatly gratified with Brother Meany's cooperative spirit in this matter.

With cordial good wishes, I am

Fraternally yours,

A. Philip Randolph

cc: Mr. George Meany

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

L. H. GREENE, JR.
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035

BROTHERHOOD of SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters, Attendants
& Dining Car Employees
Affiliated with the AFL/CIO/CLC

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

May 29, 1974

Mr. A. Philip Randolph, President Emeritus
Brotherhood of SleepingCar Porters
280 9th Avenue Apartment #5B
New York, New York 10001

Dear Chief:

Received yours of May 22nd, which was in reference to your retiring from the AFL-CIO Executive Council. As you know we have discussed this possibility several times, and as you know I always took the position, that you would decide when to retire yourself.

I was very pleased to learn that President Meany was receptive to your request that I be selected to fill your unexpired term. I hope the other members of the Council would agree, because I would be very pleased to be your replacement on the Council.

I'm hoping to be in New York sometime prior to the Brotherhood's 49th Anniversary Convention, and will be looking forwards to seeing you then, I am

Very sincerely and fraternally yours,

C. L.

C. L. Dellums,
International President

CLD:cr
CC : Mr. George Meany

For Your information only

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International Field Representative
1410 Stanley Street
Montreal 110, Quebec

Certified Mail
Return Receipt Requested
No. 441582

May 31, 1974

The Honorable William B. Saxbe
Attorney General of the United States
Washington, D. C.

Dear Attorney General Saxbe:

Enclosed you will find a list of charges I'm filing against Amtrak. I sincerely request that you have these charges thoroughly investigated. I believe that a thorough investigation may discover evidence of possible conspiracy between Amtrak and the representative of the Hotel & Restaurant Employees International union to force all of the on-board service personnel under the jurisdiction of the Hotel&Restaurant Employees International union. I have met with Mr. Housman, Vice President-Personnel and Administration of Amtrak three times. In the first conference I explained to him thoroughly all the railroad employees we represented through collective bargaining agreements with the railroads. This was a brief conference held in Amtrak office in Chicago, and was largely a "get acquainted conference". Further, I explained to Mr. Housman that on most of the roads we had separate agreements for the class of employees referred to in the charges, and the Sleeping Car Porters. I explained to him that we had represented these employees beginning as far back as 1942 when our first agreement was signed with the Southern Pacific representing their Chair Car Porters.

I pointed out to Mr. Housman that experience taught us that if there was going to be a combination of the separate classes of employees, then the employees on Coach, Chair Car and Parlor Cars and the Sleeping Car Porters should be combined, since both groups were organized by the Brotherhood, and had been members of the Brotherhood for so many years, and their jobs are similar. I told Mr. Housman that on the Southern Pacific and the Milwaukee they were under the same agreement and operated either on sleeping cars or chair cars in accordance with their seniority, and that these two railroads found it ideal. However, Amtrak decided that they wanted to deal with only one organization representing their on-board personnel, and apparently they chose the organization. Incidentally, the dining car employees, of their own volition, employed on the Pennsylvania railroad quit the Hotel&Restaurant Employees union and went independent. Their organization was known as the Food Workers Union. The Food Workers later affiliated with the Transport Workers union.

The dining car employees on the New York Central were still members of the Hotel&Restaurant Employees union, and when these two roads merged and became the Penn Central, the Hotel&Restaurant Employees union petitioned the National Mediation Board to conduct an election, in order to determine the organization these employees on the Penn Central desired to be represented by. The National Mediation Board did conduct the election, and the Hotel&Restaurant Employees union lost their members who had formerly worked for the New York Central, because they lost the election, and all the employees on the Penn Central are now represented by the Transport Workers Union. This means then that when Amtrak gave consent recognition to the Hotel&Restaurant employees union over their on-board personnel, with the exception of the Sleeping Car Porters, they were therefore attempting to drive the Transport Workers Union off the rails, and therefore would be forcing their members into an organization they had left of their own volition. Mr. Saxbe, I would be very pleased to meet with you or your designated representatives at almost any time or place designated by you to thoroughly discuss this matter, so that your representative could gain a far better understanding of what these people are doing than I can give you in one communication. Looking forwards to hearing from you at your convenience.

Yours very truly,

C. L. Dellums
C. L. Dellums,
International President

CLD:cr

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

L. H. GREENE, JR.
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035

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1716-18 Seventh Street
Oakland, California 94607

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International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

June 3, 1974

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD, BROTHERHOOD OF SLEEPING CAR PORTERS

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: INTERNATIONAL SECRETARY-TREASURER'S LETTER DATED MAY 30, 1974

I just this morning received the above referred to letter, and hasten to give you my point of view. I'm not as optimistic as Brother Seymour. As he stated we only have about 375 members on the check-off, and quite a number of those are not sleeping car porters. As of today, we are only certain of Sleeping Car Porters. Further, looking over the local's financial condition it appears that at most we would only have delegates from about half a dozen local divisions. El Paso is one, but I'm about to close El Paso, because El Paso moved their headquarters to Los Angeles, and all of the porters who went with Amtrak, and that's all but three, are moving to Los Angeles. The T and N O Division is going to have to fold up, because Amtrak is moving their jobs to New Orleans.

The Lawsuit has cost us about $35,000.00 already, and we have not received closing bills from either one of our lawyers. There is a possibility the other side will file with the United States Supreme Court, and if they do, our lawyer will have to oppose it, which will be additional expense. So I agree, that our situation is so unsettled now that it would be wise to postpone the Convention until next year.

Fraternally yours,

C. L. Dellums

C. L. Dellums,
International President

CLD:cr

United States Court of Appeals

For the Seventh Circuit
Chicago, Illinois 60604

MAY [illegible] 1974

MAY 28, 19 74

Before

Hon. WALTER J. CUMMINGS, Circuit Judge
Hon. WILBUR F. PELL, JR., Circuit Judge
Hon. ROBERT A. SPRECHER, Circuit Judge

JEROME F. MILES AND BERNICE MOORE, etc., Plaintiffs-Appellants, No. 73-1515 vs. THE PULLMAN COMPANY, BROTHERHOOD OF SLEEPING CAR PORTERS, et al., Defendants-Appellees.	Appeal from the United States District Court for the Northern District of Illinois, Eastern Division. (71 C 3121)

On consideration of the petition for rehearing filed in the above-entitled cause,

IT IS ORDERED that the petition for rehearing in the above-entitled appeal be and the same is hereby DENIED.

LAW OFFICES
MULHOLLAND, HICKEY & LYMAN
SUITE 400, 1125 FIFTEENTH STREET, N. W.
PHONE (202) 833-8855
WASHINGTON, D.C. 20005

TOLEDO OFFICE
741 NATIONAL BANK BLDG.
TOLEDO, OHIO 43604

EDWARD J. HICKEY, JR.
WILLIAM J. HICKEY
GEOFFREY N. ZEH
WILLIAM E. FREDENBERGER, JR.

CLARENCE M. MULHOLLAND
RICHARD R. LYMAN
EDWARD J. McCORMICK, JR.
DONALD W. FISHER
RICHARD M. COLASURD
R. JEFFREY BIXLER

May 30, 1974

Mr. C. L. Dellums, Int'l. President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Re: Miles v. Pullman and the Brotherhood

Dear C. L.:

On May 22 Appellant Miles et al. filed a Petition for Reconsideration by the Court of Appeals of its decision in our favor entered May 8, 1974.

As you will note by the enclosure, the court on May 28 denied the Petition.

Under the Judicial Code the appellants have a period of 90 days in which to file a Petition for Certiorari so as to seek review by the Supreme Court of the United States of the decision. We do not know whether the appellant will pursue this procedure. In any event we do not believe the Supreme Court would grant review. On May 28 the Supreme Court denied such a petition filed by appellants in the Manzardo case against Pullman and the Shopcraft unions in which case I was successful before the Court of Appeals in Chicago earlier this year.

With every good wish.

Sincerely yours,

MULHOLLAND, HICKEY & LYMAN

By Bill
William J. Hickey

Enclosure
cc: L. J. Shackelford, Jr.

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

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Eastern Zone Supervisor
103 E. 125th St., Suite 610
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International President
1716-18 Seventh Street
Oakland, California 94607

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

June 6, 1974

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD, BROTHERHOOD OF SLEEPING CAR PORTERS

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: Joint Council of Amtrak Service Employees

I'm pleased to report that I just had a call from the T.W.U.'s lawyer, informing me that President Hanley, Hotel&Restaurant Employees Union, have signed the Agreement. We should have copies of it within the next week. This means that each organization will keep the members it had when Amtrak tookover that particular railroad. I seriously doubt that this will settle the question of representation now. Amtrak will be contacted early next week to see if they will recognize the Joint Council instead of just the Hotel&Restaurant Employees. Frankly, I expect Amtrak to refuse, and if they do, the three unions will have to agree on the wording of an authorization card, and then each union will have to get its members to sign the authorization cards, and you know what a job this will be for us. Then, we would have to go to the Mediation Board and make a presentation to them hoping to win a certification from the Mediation Board, which would compel Amtrak to recognize us. So, the above is good news, but we cannot celebrate yet.

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

L. H. GREENE, JR.
Eastern Zone Supervisor
103 E. 125th St., Suite 610
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International President
1716-18 Seventh Street
Oakland, California 94607

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

June 11, 1974

Mr. A. Philip Randolph, President Emeritus
Brotherhood of Sleeping Car Porters
280 9th Avenue Apartment #5B
New York, New York 10001

Dear Chief:

Several months ago I could see the predicament the Brotherhood was going to be in by September, so I wrote Seymour, Shackelford, Greene, Blanchette and Tillman asking what they thought of the idea of postponing the Convention until next year. I was also conscious of the fact, that next year marks the 50th Anniversary of the Brotherhood, and I pointed that out to them, further suggesting that we convene the Convention on August 25, the 50th Anniversary of the Brotherhood. Shackelford and Greene were unalterably opposed to it, so I decided that I wouldn't make an issue of it if those two couldn't see the significance of it.

Now Brother Seymour tells me, that again Greene has refused to go along, and that Shackelford has talked to to him, and stated to him that he didn't care if there was only ten delegates at the Convention, or how much it would cost, or if it left us broke or not he still wanted the Convention to be held. We never did hear from Brother Tillman before, and up to now haven't heard from him this time. Brother Issacs is no longer with us, because he accepted a position as an official with Amtrak. However, if all the other members of the Board agree, then we will postpone the Convention whether Greene and Shackelford like it or not. With very good wishes, and hoping that we will spend some time together in the next few months, I am

Fraternally yours,

C. L.

C. L. Dellums,
International President

CLD:cr
CC : Mr. W. W. Seymour, Sr.

June 12, 1974

Mr. L. J. Shackelford, Jr.
International Vice President
Brotherhood of Sleeping Car Porters
431 S.Dearborn St., Suite 1224
Chicago, Illinois 60605

Dear Brother Shackelford:

I just a few minutes ago received yours dated June 10th, addressed to Brother Seymour, with copies to the members of the International Executive Board concerning your position on the recommendation to postpone the Brotherhood's Convention.

I'm sorry that you disagree with Brother Seymour and myself. Even though I agree with Brother Seymour's position on finance, I'm in favor of postponement also because of the unsettled problems we have with Amtrak, and what's happening to our local divisions and system locals in the states. Incidentally, we haven't mentioned the Canadian locals in the correspondence, but they would naturally be involved if the locals are consulted about the postponement, but the states is the problem rather than Canada. As you know , Amtrak is creating new crew bases, which will mean re-establishing or creating new Brotherhood divisions. This will require time, and as we setup these divisions we will have to appoint temporary officers until elections can be held. Obviously, these local divisions need time to create some kind of treasury, and for the officers and members to learn something about the Brotherhood. Another thing, I believe the majority of our members now, or by September, will be new people. A large percentage of them aren't eligible to hold office now, because they haven't been members for one year. We also need time to perfect the Joint Council of Amtrak Service Employees, and the proper distribution of these new employees. It would be far better to have as many of them as possible involved in the next Convention as we can.

I was hoping that we could have unanimity among the three Constitutional officials and two International officers. Postponing the Convention for about eleven months would serve a very good purpose, and we would have more to put before the local divisions, and they would have time to study the developments and be in a far better position for input into the Convention than they would be this year. I sincerely hope that you will rethink this matter through, and see you way clear to yield to our way of thinking this time.

Fraternally yours,

C. L. Dellums,
International President

CLD:er
CC : Members of the International Executive Board

June 14, 1974

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD, BROTHERHOOD OF SLEEPING CAR PORTERS

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: JOINT COUNCIL OF AMTRAK SERVICE EMPLOYEES

As you know by now, the T.W.U. lawyer accepted the word of the Hotel & Restaurant Employees' lawyer, that Hanley was going to sign the Joint Council Agreement, and that it would be in the mails that night. It now turns out that Hanley hadn't signed, and still haven't.

Now it seems clear that if we loose this struggle to regain our jurisdiction, then the Brotherhood cannot maintain its independence with its membership confined to Sleeping Car Attendants. This would mean that we would have to negotiate a merger, and if necessary call a Special Convention to ratify the merger. It seems to me, that this matter will be finally and definitely settled within the next twelve months. Once we know definitely that Hanley isn't going to sign, then our first step would be filing "raiding" charges with the AFL-CIO. After that decision, Hanley would then have another chance to sign the Joint Council Agreement, but if he still refused, then I think we would have a much better chance of prevailing before the National Mediation Board than we do now. Naturally, all of this will require time, and secondarily expense. There are other things that can be done, and all of these plans are being thought out and put together, and once we know that other methods will have to be used, then I will call a meeting of the International Executive Board, and put the different possibilities before the Board, and we will decide which course or courses to take then. These and other reasons I have given before to me outweigh the financial condition of the Brotherhood in feeling the Convention should be postponed.

Fraternally yours,

C. L. Dellums,
International President

CLD:cr

July 2, 1974

Mr. L. J. Shackelford, Jr.
International Vice President
Brotherhood of Sleeping Car Porters
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

Dear Brother Shackelford:

With reference to yours of June 28th; I don't know where you got the idea that a majority of the International Executive Board was opposed to postponing the Convention. The record shows that you, Tillman and Greene were the only ones opposed. Blanchette, the Chief, Seymour and myself were in favor of postponement. However, every effort must be made to have unity in the Brotherhood, and where there's a difference of opinion someone must give. I don't like anything that's as important as the Convention to be decided by one vote. I think you brothers were wrong, and since you will not give in to the thinking of the other four, in order to have harmony I'm asking the other four to give in, and I feel certain that all of them are big enough to give in on such an important matter. But frankly, I just cannot imagine anything that the International Executive Board cannot settle, but it can be settled by delegates in the Convention. If you fellows had gone along with my thinking, I was going to call an immediate meeting of the Board, and then we could determine how often the Board should meet until this crisis is settled.

I plan to submit a name for membership on the International Executive Board in a few days now. I purposely held it up, because I felt that a new Board member should not be participating in this decision, and I felt that whoever I recommended and get approved would more than likely yield to my thinking in this matter, or no doubt would be appreciative enough for me putting him on the Board that he wouldn't feel that his first vote should be in opposition to me.

Another reason I'm sorry about the position you brothers took was because of the predicament Brother Tillman and Brother Jackson is in. Brother Jackson I believe we can save, since he is working as a Chair Car Attendant, but I don't see how we can save Brother Tillman. I understand that Brother Tillman is working on a club car, a car where there are no beds for passengers. If that is true, then he is completely out of our jurisdiction, and I don't see any possible chance of that type of car now ever being in our jurisdiction. We cannot take the position, that the Constitution has to be complied with when it is favorable to us, but find someway around it when it isn't favorable to us.

Incidentally, I just had a call while dictating this letter. The call was from Gammerman. About an hour ago, I had a talk with Donahue and the arbitration is set for 10:30 AM July 18, 1974 at the American Arbitration Association office in New York City. You and Seymour both should be there, and I'm getting off a letter to Brother Bowe to have three single roomsreserved for us, arriving in New York on July 17th. I would suggest that we stay three nights, unless either one of you want to leave Friday afternoon. I would suggest that you not arrange to leave New York prior to 4:30PM Friday the 19th. I will plan to get out as early as I can on the morning of the 20th.

I plan to have the Call for the Convention in the mails within a week.

Fraternally yours,

C. L. Dellums,
International President

CLD:cr
CC : Other Members of the International
Executive Board

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
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5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

July 8, 1974

Mr. A. Philip Randolph, President Emeritus
Brotherhood of Sleeping Car Porters
280 9th Avenue Apartment #5B
New York, New York 10001

Dear Chief:

I'm planning to fly down to New York on the 17th for the purpose of arguing our cause before an Arbitrator. The Transport Workers Union and the Brotherhood filed charges against the Hotel&Restaurant Employees union, charging them with violating Article XX of the AFL-CIO Constitution, in that they are interferring and actually representing members of our organizations. The arbitration has been set in the office of the American Arbitration Association there in New York for 10:30AM Thursday, July 18th. I have instructed both Shackelford and Seymour to be there, Greene is already there.

Up in the middle of the day on Friday the 19th I plan to call you, and bring Seymour and Shackelford out to see you. After they visit with you awhile I plan for them to leave, and then I will remain, so you and I can discuss the membership on the AFL-CIO Executive Committee subject and maybe other matters. Looking forwards to seeing you, I am

Fraternally yours,

C. L. Dellums (C.R.)

C. L. Dellums,
International President

CLD:cr

July 9, 1974

TO: BOARD MEMBERS, INTERNATIONAL EXECUTIVE BOARD, BROTHERHOOD OF SLEEPING CAR PORTERS

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: 1974 CONVENTION

Dear Brothers:

Brother Shackelford called me Monday, July 8th, and told me that he had been giving further thought to the emergency situation the Brotherhood is in, and that he had changed his opinion on holding the Convention this year, and therefore he would agree for the Convention to be postponed until next August 25th. This made the vote then five to two, and therefore the hotel reservations have been cancelled, and I'm getting out notices to all the local divisions. I hope the other two brothers now will write in, and change their votes in order to make it unanimous and sincerely back up the position taken by the majority.

I believe all of you know, but I might state, that T.W.U. and the Brotherhood file official charges against the Hotel&Restaurant Employees charging that that union is in violation of Article XX of the AFL-CIO Constitution, in that they are interferring with the members of our organizations. An Arbitrator has been chosen by the AFL-CIO and the subject will be arbitrated on July 18th at 10:30AM in New York city. I don't know how long it will take the referee to rule, but you will be notified forthwith.

Fraternally yours,

C. L. Dellums,
International President

CLD:er

A. PHILIP RANDOLPH
International President Emeritus

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5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

July 15, 1974

Mr. A. Philip Randolph, President Emeritus
Brotherhood of Sleeping Car Porters
280 9th Avenue Apartment #5B
New York, New York 10001

Dear Chief:

Unfortunately, Hanley of the Hotel&Restaurant Employees union requested at least a two week postponement of the Arbitrator's hearing of the charges filed against his organization by the Transport Workers Union and the Brotherhood, accusing them of violating Article XX of the AFL-CIO Constitution. This ofcourse means that I will not get to visit with you this week.

Now, I haven't heard anything from George Meany concerning the possibility of replacing you on the Executive Council. As you know, the next meeting of the Executive Committee is being held in Chicago, beginning Monday, August 5th at 10:00 AM at the Drake Hotel. I was hoping to receive a request to be in Chicago at that time for the interview that I think they usually held before someone is recommended for the Council. Have you already submitted a resignation in writing, or do you expect to attend the Chicago meeting next month and do it then? If you were planning on attending that meeting to announce your retirement from the Council to be effective at the close of that meeting, I could come to Chicago and share your quarters with you, which maybe a good idea. Looking forwards to hearing from you concerning your plans, and ofcourse looking forwards to visiting you in New York in the next two or three weeks.

Fraternally yours,

C. L.

C. L. Dellums,
International President

CLD:cr

July 18, 1974

"MEMORANDUM"

TO: INTERNATIONAL EXECUTIVE BOARD MEMBERS, BROTHERHOOD OF SLEEPING CAR PORTERS

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT
SUBJECT: POSTPONEMENT OF 1974 BROTHERHOOD CONVENTION

I'm sure each of you realize that Brother Seymour wouldn't have sent anything out which resulted in recommending the Convention being postponed without the International President's knowledge and consent. I believe after his original letter the rest of the correspondence was carried on by me. However, for the benefit of our records, and to remove any technicality or grounds for criticism let's kind of do it over.

I'm recommending that the International Executive Board declare that the "BSCP" is in an emergency to the extent, that it is not only financail but the very life of the Brotherhood is in jeopardy. This emergency has come about, because as a result of Amtrak and the Hotel&Restaurant Employees union (HREIU) signing an Agreement with the majority of the Brotherhood members, Coach Porters, Chair Car Porters and Attendants, Parlor Car Attendants and Train Porters included in the agreement and being represented by HERE. As a result of this the majority of these employees are now not paying due to either union. Some of the so-called dining car general chairmen are forcing some of these employees into their union through the union shop, but this deal caused a serious financial decline in the Brotherhood's finances causing us to dip heavily into the small reserve we had, which brought about the financial emergency or crisis.

Obviously, we have been and still are fighting Amtrak and HERE for interferring with our jurisdiction and members. As you know, the Brotherhood and the Transport Workers Union (T.W.U.) filed charges against HERE for being in violation of Article XX of the AFL-CIO Constitution. President Meany designated an Impartial Umpire to arbitrate the matter, and we were to arbitrate it on Thursday, July 18th. However, on Friday, July 12th, Hanley, President of HREU wired both organizations asking for a postponement on the grounds, he had hired a New York lawyer to represent them, and the lawyer was not only tied up in court, but would need at least two weeks to familiarize himself with what he had been employed for.

And finally, Amtrak is still unsettled, and have created some "crew bases" in cities where the Brotherhood has no machinery, and will have to create local divisions. Obviously, the new divisions wouldn't have delegates in a Convention this year, and further, there's a question about the members who hold office and no doubt some would be delegates who are not covered by our Agreement now, but by HREU. So, we need time to settle this fight with Amtrak and HREU, which will remove any legal or technical point concerning these employees in question participating in the Brotherhood.

For the above reasons, I urge the International Executive Board to declare this emergency as justification for postponing the 1974 Convention, and setting the next Convention as convening on the 50th Anniversary of the Brotherhood, August 25, 1975 in the city of Chicago, Illinois. A card is enclosed for your vote. Please vote, sign and return to me.

Fraternally yours,

C. L. Dellums,
International President

CLD:cr
Enclosure

BROTHERHOOD OF SLEEPING CAR PORTERS
OFFICE OF THE PRESIDENT
1716 West 7th Street
OAKLAND, CALIFORNIA 94607

July 19, 1974

TO: ALL LOCAL OFFICERS OF BROTHERHOOD DIVISIONS, B. S. C. P.

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: MONTHLY GUARANTEE OF PAY

The Brotherhood negotiated and signed an Agreement with Amtrak that became effective July 1, 1974, which provides that every Amtrak employee represented by the Brotherhood is guaranteed his 180 hours month's pay per month. However, if a member misses a trip of his own accord, the number of hours lost by not making the trip will be deducted from his 180 hours' month guarantee. This covers not only those who have a regular assignment, but all of the others as long as they are carried on the books, whether they are regular or extra, which Amtrak refers to as "relief employees".

This is the first time we have ever been able to get a monthly guarantee for employees not in regular assignments. Therefore, it is quite historical, significant and important. Our members must understand though, that Amtrak does not intend to allow anyone to work only when the employee wants to work. In other words, they will be disciplined or dismissed if they develop a pattern of missing trips by not making his assignment or notbeing available. Please do everything you can to get this message to everyone of our brothers and sisters. You no doubt will hear more about this Agreement from your Zone Supervisor from time to time.

Fraternally yours,

C. L. Dellums

C. L. Dellums,
International President

CLD:cr

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

L. H. GREENE, JR.
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035

BROTHERHOOD of SLEEPING CAR PORTERS
Train, Chair Car, Coach Porters, Attendants
& Dining Car Employees
Affiliated with the AFL/CIO/CLC

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

July 23, 1974

Mr. A. Philip Randolph, President Emeritus
Brotherhood of Sleeping Car Porters
280 9th Avenue Apartment #5B
New York, New York 10001

Dear Chief:

The Arbitration has been reset for Monday, July 29th at 1:30PM. I plan to arrive in New York late Sunday afternoon. I will call you on the telephone as soon as possible and expect to visit with you Tuesday.

Fraternally yours,

C. L. Dellums, (c.R.)

C. L. Dellums,
International President

CLD:cr

August 22nd, 1974

"MEMORANDUM"

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD, B. S. C. P.

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: IMPARTIAL UMPIRE'S RULING

Just this date we received the decision from the Impartial Umpire in which the Arbitrator(Impartial Umpire) ruled that the Hotel&Restaurant Employees' and Bartenders International Union is in violation of Section 2 of Article XX of the AFL-CIO Constitution. This means that they have been found guilty of "raiding" the Brotherhood and the Transport Workers Union. You will be kept informed as things develop.

Fraternally yours,

C. L. Dellums

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THE WHITE HOUSE
WASHINGTON

August 30, 1974

Mr. C. L. Dellums
President
Brotherhood of Sleeping Car Porters
5253 Thrill Place
Denver, Colorado 80207

Dear Mr. Dellums:

The Congress and I have agreed to hold a Conference on Inflation. I would appreciate your participation in a meeting of labor leaders on September 11, 1974, in Washington, D. C., and your attendance at the Conference on Inflation on September 27-28, 1974, in Washington, D. C.

We are asking participants to come prepared to discuss the present economic situation, its causes, and the most appropriate policies the Government can adopt. We are also anxious to listen to your advice regarding the problems faced by labor and how you can best contribute to controlling inflation. Enclosed is a series of items which will focus the discussions at the meeting.

I will chair the meeting on labor. Members of Congress, designated by their leadership, will be present and participate.

Please inform Executive Director of the Conference L. William Seidman's office (202/395-4113) whether you plan to attend. His office will provide you with further details regarding the meeting.

The Conference on Inflation is a bipartisan national effort to deal with our number one domestic problem. Your participation will be a real service to your country, and I do hope that you will be able to give us the benefit of your thinking.

Sincerely,

Gerald R. Ford

Enclosure

AMERICAN FEDERATION OF LABOR AND CONGRESS OF INDUSTRIAL ORGANIZATIONS

EXECUTIVE COUNCIL

GEORGE MEANY
PRESIDENT

LANE KIRKLAND
SECRETARY-TREASURER

JOSEPH D. KEENAN
LEE W. MINTON
I. W. ABEL
MAX GREENBERG
MATTHEW GUINAN
PETER FOSCO
FREDERICK O'NEAL
JERRY WURF
JAMES T. HOUSEWRIGHT
MARTIN J. WARD
JOSEPH P. TONELLI

A. PHILIP RANDOLPH
JOSEPH A. BEIRNE
HUNTER P. WHARTON
JOHN H. LYONS
C. L. DENNIS
THOMAS W. GLEASON
FLOYD E. SMITH
S. FRANK RAFTERY
GEORGE HARDY
WILLIAM SIDELL
ALBERT SHANKER

RICHARD F. WALSH
PAUL HALL
PAUL JENNINGS
A. F. GROSPIRON
PETER BOMMARITO
JOHN F. GRINER
LOUIS STULBERG
ALEXANDER J. ROHAN
AL H. CHESSER
MURRAY H. FINLEY
SOL STETIN

815 SIXTEENTH STREET, N.W.
WASHINGTON, D.C. 20006

(202) 637-5000

September 5, 1974

MEMORANDUM

To:
Vice President I. W. Abel
Vice President Paul Hall
Vice President Martin Ward
Vice President Floyd Smith
Vice President John Lyons
Vice President A. H. Chesser
Vice President George Hardy
Vice President Murray Finley
Vice President William Sidell
Vice President James Housewright
Vice President Sol Stetin
Vice President Paul Jennings
Vice President Max Greenberg
Vice President C. L. Dennis
Vice President Peter Bommarito
Vice President Joseph Tonelli
Vice President Jerry Wurf
Vice President A. F. Grospiron
Vice President Thomas W. Gleason
Vice President Frederick O'Neal
Vice President C. L. Dellums
President Leonard Woodcock, UAW
President Arnold Miller, UMW

From: President Meany

As a part of the Conference on Inflation, President Ford is meeting with labor leaders on September 11th at the White House.

It has been suggested we get together prior to the White House meeting. We have arranged for a breakfast meeting in the "Cafe 16"--8:00 a.m.--the Hay Adams Hotel, 16th & H Streets, N. W. I sincerely hope you can arrange to attend.

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

L. H. GREENE, JR.
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035

BROTHERHOOD
of
SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters, Attendants
& Dining Car Employees
Affiliated with the AFL/CIO/CLC

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

September 9, 1974

Mr. A. Philip Randolph, President Emeritus
Brotherhood of Sleeping Car Porters
280 9thAvenue Apartment #5B
New York, New York 100001

Dear Chief:

Received yours of August 28th, which was a copy of your letter to Boeckelman concerning conversation he says he had with you in September of 1955 during the Brotherhood's Convention. I'm sure Boeckelman is mixed up on this matter, unless he just didn't think to mention who else was in the conference, if it was held. I agree with you, that you never went down there to see the Pullman people about anything without being accompanied by some of us, and certainly at that time Web would have been with you.

As you no doubt will recall, we mentioned the upgrading from Porters to Conductors from time to time, I believe the first time was in either 1941 or 1942. I recall that either Superintendent Lincoln or Mr. Boeckelman, though I'm inclined to lean toward Mr. Boeckelman, calling me about this subject and saying that he thought Oakland would be the logical place to start it, and they planned to employ two porters to work as conductors here. It didn't materialize, and the news I got later, I don't remember who from, was that when the Conductor's union learned about it that they got busy to find two conductors who would transfer to Oakland, in order to block this breaking of the color line, and I think thetwo conductors who did transfer here came from Denver. However, later on, I think a matter of months, they did upgrade some porters, I believe in Salt Lake and Seattle. This is about the best my memory can do.

Sincerely and fraternally yours,

"C. L."

C. L. Dellums,
International President

CLD:cr

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

L. H. GREENE, JR.
Eastern Zone Supervisor
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Oakland, California 94607

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

September 16, 1974

"MEMORANDUM"

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD, BSCP

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: CONFERENCE OF LABOR LEADERS WITH THE PRESIDENT OF THE UNITED STATES ON INFLATION

DEAR BROTHERS:

The enclosed letters are self-explanatory. I wrote back to the White House and thanked them for the invitation, but told them that I would be unable to attend. Frankly, knowing the financial condition of the Brotherhood, I just didn't want to use up that much money, but the White House called on Monday the 9th and urged me to make every effort to be there, and after thinking more of the situation and Meany's invitation to breakfast I decided that at the last minute that since this was the first thing I was being called upon as a Vice President of the AFL-CIO, that I just dropped everything and went on.

Fraternally yours,

C. L. Dellums,
International President

CLD:er
Enclosures

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

L. H. GREENE, JR.
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035

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C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

July 24, 1975
"MEMORANDUM"

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD, BROTHERHOOD OF SLEEPING CAR PORTERS

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: FILLING WEST COAST VACANCY ON INTERNATIONAL EXECUTIVE BOARD

DEAR BROTHERS:

I have decided that it would not be the best strategy to go into the Convention with a vacancy on the Executive Board. Oakland will have a delegate who is eligible, but Los Angeles will not, since Brother Thompson, now retired will be the Los Angeles delegate.

Brother H. M. Simmons, former Pullman Porter, then Southern Pacific and then Amtrak will be the Oakland delegate, and since he will be the only one at the Convention eligible for election to the Board, I don't think it would look nice not to put him on. Therefore, I hope you will accept my recommendation.

Fraternally yours,

C. L. Dellums
C. L. Dellums,
International President

CLD:cr
Enclosure: BALLOT FOR FILLING WEST COAST VACANCY ON THE BOARD. PLEASE CAST YOUR VOTE AND RETURN IN THE SELF*ADDRESSED, STAMPED ENVELOPE

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

L. H. GREENE, JR.
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035

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C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

January 19, 1976

TO: INTERNATIONAL EXECUTIVE BOARD MEMBERS, BROTHERHOOD OF SLEEPING CAR PORTERS

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: RECOGNITION OF AMTRAK SERVICE WORKERS COUNCIL

Amtrak, I believe, finally Recognized the fact, that the Sleeping Car Attendants were not going to be allowed to be used any more on the passenger train, doing anything Amtrak wanted them to do, and I think they also realized, after we got into actual negotiations and discussions on a Sleeping Car Attendants Agreement, that they were wrong in wanting to use them any place, but like too many of us they won't admit it.

Therefore, they finally agreed to recognizing the Amtrak Service Workers Council to represent chair car and dining car employes. The recognition has now been signed by Hanley, Guinan and myself, and becomes effective February 1st, 1976. Since Hanley, Guninan and myself are all on the AFL-CIO Executive Council we will spend about two weeks together next month in Florida, and the final details of operating the Council will be worked out then.

Progress on the negotiations for an Agreement for the Sleeping Car Attendants is moving forward. Will keep you informed, I am

Fraternally yours,

C. L. Dellums

C. L. Dellums,
International President

CLD:cr

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International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

J. D. WILCOX
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035

BROTHERHOOD of SLEEPING CAR PORTERS

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C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

October 1, 1976

To: Messrs. L. J. Shackelford, Jr., and W. W. Seymour, Sr.

From: C. L. Dellums, International President

Subject: Supplementing my report of same date

I forgot to add that Lowry claims that Smith will also give us half of the 39 I. C. chair car people that neither one of us had at the time, but Smith got credit for them when the Council was setup.

Brother Seymour, get these figures for me right away, so that if Lowry calls before I can submit our figures that I can tell him what they are.

Fraternally yours,

C. L. DELLUMS
International President

CLD:cf
CC : Members of international executive board

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International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

J. D. WILCOX
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035

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C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

October 1, 1976

Mr. L. J. Shackelford, Jr.
International Vice President
Brotherhood of Sleeping Car Porters
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

Mr. W. W. Seymour, Sr.
International Sece-y-Treas.
Brotherhood of Sleeping
Car Porters
5253 Thrill Place
Denver, Colorado 80207

Dear Brothers:

As you no doubt know the AFL-CIO Executive Council called a meeting of the General Board for August 31st. I decided to see if I could arrange a conference with Reistrup on the 30th or the first, and if so, I was going to make this trip to Washington, otherwise, I wouldn't. Reistrup agreed to see me on the 30th up to two hours time. So, I flew to Washington on the 29th, so that I could see him, and the next morning we had a meeting of the Amtrak Service Workers Council. I spent considerable time with Reistrup in trying to resolve our problems, and he said he was having the staff put together something for me that he thought would take care of the matter. A few days ago, I received proposition, but it was not really what Reistrup and myself had talked about. Then, a couple of days ago, Fleming called and asked could I arrange to see Lowry, Johnson and himself at 3 PM in San Francisco just yesterday. I went over and all Lowry wanted to talk about was that Smith was going to go along, and here is the proposition he said Smith would go along with. They would get together the present figures of Amtrak, that is number of people that's working for them now with one problem, and that is they never separated the rosters, so all they can put together is Service Attendants. Ofcourse, the cooks and waiters are easy. Now, Lowry asked me to get together the number of Brotherhood members employed by Amtrak as of now. Then we could take the total number of people Amtrak have now and figure the Brotherhood's percentage from the number of members we have now, which would bring up our percentage considerably, I would think well in the forties. Now the proposition is, that if Smith goes along with that, which would include the Sleeping Car Porters, that then everybody would be under one contract, the Amtrak Service Workers contract.

I'm inclined to believe, that if those figures are honestly put together we would be better off to accept it, because as you know we cannot exist without more income, and I believe this would guarantee us at least 1100 members working for AMTRAK. With the same careful management of the Brotherhood that we have now we at least can exist, and I would think that within six months it would be obvious that we could exist to the extent that we could give everybody a little increase in pay. Ofcouse I will keep both of you informed of any developments, and supply you with copies of whatever Lowry comes up with, and will not sign anything without your approval. What do you think of the deal as I have explained it, and I also would like the opinion of the other members of the Executive Board.

Fraternally yours,

C. L. Dellums
C. L. Dellums,
International President

CLD:cr
CC : Members of the Executive Board

P.S. I still don't believe that Smith's going to go along, but we'll see

October 3, 1976

Mr. Randolph,

Thank you so very much for having shared your time and thoughts with me the other day in our interview. You were most helpful and believe me I enjoyed every moment. God bless you, sir.

Sincerely,

Len Gunther

Lenworth Gunther
401 West 118th St.#53
New York, New York 10027

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International President Emeritus

C. L. DELLUMS
International President

PRESIDENT'S OFFICE
1716-18 Seventh Street
Oakland, California 94607

L. J. SHACKELFORD, JR.
International Vice President
431 South Dearborn St. - Suite 1224
Chicago, Illinois 60605

BROTHERHOOD of SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

INTERNATIONAL HEADQUARTERS
5253 THRILL PLACE
DENVER, COLORADO 80207
Phone: 303-322-4757

W. W. SEYMOUR, SR.
International Secretary-Treasurer

J.D. WILCOX
Eastern Zone Supervisor
103 East 125th Street, Suite 710
New York, N. Y. 10035

A. R. BLANCHETTE
International Field Representative
Dominion of Canada
517 Castle Building
1410 Stanley
Montreal 110, Quebec

March 28, 1977

Mr. C. L. Dellums
International President
Brotherhood of Sleeping Car Porters
1716-18 Seventh Street
Oakland, California 94607

Dear Brother Dellums:

This budget, as requested by you, has been carefully prepared by our bookkeeper, Loleta Seymour.

You will note that our present expenses amount to $170,790, and our present income is around $99,679. Therefore, our expenses exceed our present income by some $72,000.

If the monthly dues are increased to $20.00, and with a per capita of $18.00 per member, our income then should be around $130,000. Our expenses will then exceed our income by soom $40,000.

These figures are based on an annual income from about 500 + Amtrak employees. It should be obvious that the Brotherhood will need in excess of 1000 Amtrak members in order to begin to operate efficiently.

It should also be remembered that the officers and clerical help have been diligently working without the benefit of pay increases. Under the projected column, it has been noted what the various salaries would have been had all the raises the rail workers received been also granted to the Brotherhood officers and employes.

A study of other organizations in the rail industry and other organizations belonging to the AFL-CIO reveals that organizations with comparable memberships and those with several thousand more members are operating with only two elected officers---in most cases a president and a secretary-treasurer. In one or two with only one officer - a president - who also acts as the Secretary-Treasurer.

I would recommend that serious consideration be given to a constitutional change that would get the Brotherhood down to two active, elected officers in the U. S.,upon retirement of President Dellums.

Another organization looking at our budget with a view toward merger would certainly suggest cutting some of the excess personnel fat from our organization before they ask us to merge with them.

Other organizations looking to help us with funds, in order that we might survive independently, may also require that we pare our expenses by perhaps cutting out some of our offices, officers, and clerical help.

I would strongly suggest that upon retirement of President Dellums that the Brotherhood function with only two elected officers - president and secretary-treasurer. There is little doubt that some time in the near future, our International Field Representative in Canada may want to retire.At this point, the supervision of the U. S. and Canada should then be divided equally between the president and secretary-treasurer. The two elected officers should each have two full time staff or clerical people to use as circumstances dictate. The two officers should be authorized to utilize board members or local officials to assist in the proper and effective operation and servicing of their zones. Working members,so used,to be paid for actual time lost plus per diem. Others to be paid per diem when used in an official capacity away from home.

The real test of our survival as an independent, effective organization may hinge on just how each of us view the importance of our present operational set up. Do we want to see the long, hard struggle of yesteryear go for naught? Are we so selfish and blind that we cannot see and admit to ourselves and to others that a reorganization is in order so that we might survive? Surely we have not forgotten our struggle in the very lean years between 1925 and 1937. Those were years of much sacrificing and suffering. Have we forgotten our Chief and the sacrifices of other courageous brothers such as Webster, Totten, Dellums, Dad Moore, Patterson, Mills, Smith, Bradley, McNeal, and the many in the rank and file who fought valiantly with those leaders to build an organization that slew many a Goliath?

Let us reorganize if we must. Let us as brothers and sisters come together with the help of our friends in labor, and develop a plan for survival.

We must not allow the Brotherhood to pass into oblivion because of our shortsightedness and selfishness.

Fraternally yours,

W. W. Seymour Sr.

W. W. Seymour, Sr.
International Secretary-Treasurer

WWS/lps

enclosures

BROTHERHOOD OF SLEEPING CAR PORTERS
STATEMENT OF PRESENT AND PROJECTED RECEIPTS AND DISBURSEMENTS

March 1977

RECEIPTS	PRESENT BUDGET	PROJECTED BUDGET	INCREASE OVER PRESENT BUDGET
Per Capita:			
415 members on dues deductions from Amtrak			
125 members not on dues deductions - Amtrak			
20 members on dues deductions - Southern RR			
30 members on dues deductions - A. T. & S. F. R.R			
15 members on dues deductions - Union Pacific			
605 members x $13.00 per capita x 12 months	$94,380		
Dues increase due July 1, 1977 from $15.00 to $20.00 Per Capita - 605 members x $18.00 x 12 *		$130,680	$36,300
Interest income on $70,000 ($189.25 x 7 x 4 qtrs)	5,299		
TOTAL RECEIPTS	$99,679	$130,680	$36,300
DISBURSEMENTS			
Salaries	91,708	101,673	9,965
Employee Benefits	42,051	64,045	21,994
Office Expenses	21,005	23,106	2,101
Other Insurance - Furniture & Fixtures	140	154	14
Depreciation - Furniture	556	556	
Travel	4,000	12,000	8,000
Per Capita - Affiliations	4,020	4,020	
Accounting Fees	3,695	4,000	305
Legal Fees	1,000	1,500	500
Convention Expenses	2,500	6,500	4,000
Dues Refunds	100	100	
Miscellaneious	15	15	
TOTAL DISBURSEMENTS	$170,790	$217,669	$45,879
EXCESS OF (DISBURSEMENTS) OVER RECEIPTS	(71,111)	(86,989)	

*Dues increase to $20.00 - Per Capita 605 x $18.00 applied to present budget:

$130,680 INCOME
- 170,790 DISBURSEMENTS
(40,110) EXCESS OF (DISBURSEMENTS) OVER RECEIPTS

EXPENDITURES

	PRESENT BUDGET	PROJECTED BUDGET	INCREASE OVER PRESENT BUDGET
1. Salaries (projected salaries based on increases received by rail employees 1/1/76-14¢ per hr.; 4/1/76-3%; 7/1/76-12¢; and due 7/1/77-4%)			
Officers			
President	$18,365	$20,246	$1,881
Vice President	14,553	16,163	1,610
Secretary-Treasurer	13,860	15,396	1,536
Eastern Zone Supervisor	13,200	14,714	1,514
	59,978	66,519	6,541
Office Help			
President's Secretary	6,832 **	7,257	425 **
Vice President's Secretary	8,408	9,508	1,100
Secretary-Treasurer's Secretary/Bookkeeper	6,584	7,554	970
Zone Supervisor's Secretary	6,006	6,935	929
Part-time Help - Secretary-Treasurer's Office (20 hours per week @ $3.75 per hour)	3,900	3,900	-----------
	31,730	35,154	3,424
TOTAL SALARIES	$91,708	$101,673	$9,965

** Paid one month's salary in lieu of taking vacation

EXPENDITURES - Continued

		PRESENT BUDGET	PROJECTED BUDGET	INCREASE OVER PRESENT BUDGET
2. Employee Benefits				
Retirement Pensions				
Mrs. E. J. Bradley	$1,200			
Mrs. T. T. Patterson	1,200			
Mr. A. P. Randolph	2,400			
Mrs. Hazel Smith	1,200			
Mrs. A. L. Totten	1,200			
Mrs. Rosina Tucker	1,776			
Mrs. E. Webster	1,200			
	$10,176	$10,176		
International President upon Retirement	$18,365		$28,541	$18,365
Payroll Taxes:				
RRA Taxes (15.35% x total salaries-employer's share)		14,077	15,701	1,624
Manhour Tax (Supplemental) 12½% x total hours worked-16,672 (2088 for officers; 1820 for office help and 52 weeks x 20 h.p.w for temporary help)		2,084	2,084	-------
Unemployment Taxes $42,300 x 8% (taxed on the first $400.00 each month)		3,384	3,384	-------
INSURANCE:				
Travelers Insurance (17 people x $60.60 less $79.20 for medicare= $951 x 12)		11,412	11,412	----------
Reimbursement of Medical Premiums (9 x $21.60 x 4 qts)		756	756	-------
New York State Insurance		151	156	5
Bonding Insurance (Premium due every three years)		11	2,011	2,000
Total Employee Benefits		$42,051	$64,045	$21,994

Expenditures - Continued

3. Office Expenses:

	Chicago	Denver	New York	Oakland	Total	PRESENT BUDGET	PROJECTED BUDGET	INCREASE OVER PRESENT
Office & Miscellaneous	518	1,800	964	622	3,904			
Postage	429	1,057	196	433	2,115			
Rent - Building	1,908	1,500	4,764	1,200	9,372			
Repairs & Maintenance (Equip)	498	400	691	292	1,881			
Telephone	648	966	880	539	3,033			
Utilities	----	600	----	100	700			
TOTAL OFFICE EXPENSES	$4,001	$6,323	$7,495	$3,186	$21,005	$21,005		
Projected 15% Increase	4,401	6,955	8,245	3,505	23,106		$23,106	$2,101
4. Other Insurance								
Furniture & Fixtures						140	154	14
5. Depreciation - Furnitures and Fixtures						556	556	--------
6. Travel (Servicing members and attending meetings)						4,000	12,000	8,000
7. Per Capita Affiliations								
AFL -CIO (1000 members - 6 mos @13¢, 6 mos @ 14¢)			1,620					
RLEA (12 x $200.00 per month)			2,400			4,020	4,020	--
8. Accounting Fees			3,695			3,695	4,000	305

EXPENDITURES - Continued	PRESENT BUDGET	PROJECTED BUDGET	INCREASE OVER PRESENT BUDGET
9. Legal Fees	1,000	1,500	500
10. Convention Expenses (Mini convention 1977 - Regular convention 1978)	2,500	6,500	4,000
11. Dues Refund	100	100	-------
12. Miscellaneous	15	15	--------
TOTALS - PRESENT BUDGET	$170,790		
PROJECTED BUDGET		$217,669	
INCREASE OVER PRESENT BUDGET			$46,879

Decline in Per Capita Income for the period 1968 to 1974

PER CAPITA INCOME

$747,179	1968	$747,179	1968
562,890	1971	395,335	1974
184,289	Decline	$351,844	Decline
562,890	1971		
395,335	1974		
167,555	Decline		

THE FOLLOWING DOCUMENT IS A PHOTOCOPY.

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LAW OFFICES
MULHOLLAND, HICKEY & LYMAN
SUITE 400, 1125 FIFTEENTH STREET, N.W.
PHONE (202) 833-8855
WASHINGTON, D.C. 20005

TOLEDO OFFICE
741 NATIONAL BANK BLDG
TOLEDO, OHIO 43604

EDWARD J. HICKEY, JR.
WILLIAM J. HICKEY
MICHAEL S. WOLLY
THOMAS A. WOODLEY

CLARENCE M. MULHOLLAND
RICHARD R. LYMAN
EDWARD J. McCORMICK, JR.
DONALD W. FISHER
R. JEFFREY BIXLER
RAYMOND J. SWEENEY

April 13, 1977

C. L. Dellums, International President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California 94607

Dear C. L.:

We received today your letter dated April 4 requesting an opinion as to the procedures you should follow in carrying out the action of the Amtrak Service Workers Council to increase the monthly dues to $20.00 per month effective July 1, 1977.

We note as you stated in your letter that the International President has the authority to call a special session of the International Organization at any time and shall upon a request of two-thirds vote of the International Executive Board. We note further that your Constitution now provides that the membership is required to pay dues equal to $8.00 per month. The increase in the dues would therefore constitute a change in your Article XVI of your Constitution and action by the membership through delegates at a convention is necessary for that purpose. In this connection I believe you must have considered the provision of Article VII which states (first paragraph page 9) All the powers, except Legislative, of the International Convention, when in session, shall, when the same is not in session, pass to and be vested in the International Executive Board. I do not know what your past practice has been, but it is possible to construe this paragraph as granting to the International Executive Board the authority to cause temporary changes in the Constitution and that the subject can then be brought before the International Convention at its regular triennial session in September 1978.

Answering your specific question in your letter, it is my view that the Constitution provides for the election of delegates to participate in any convention, special or regular, and that this should be the procedure to be followed if a special convention is called. In other words, in your usual way, a notice of the special convention would issue to the membership through any legal division announcing the convening of a special convention describing the nature of the business to be conducted. Each local division would also be asked to elect delegates to represent them at the special convention. This conclusion appears to be proper because generally it can be considered that the delegates at your 1975 convention were elected solely for that purpose and they have no carry-over authority.

Lastly, I and my secretary are happy that we received your letter because it indicates that your health has improved and that you are your normal vigorous person.

With best wishes,

Sincerely yours,

MULHOLLAND, HICKEY & LYMAN

By Bill
William J. Hickey

June 1, 1977

TO: MEMBERS OF THE INTERNATIONAL EXECUTIVE BOARD, BROTHERHOOD OF SLEEPING CAR PORTERS

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: INCREASE IN DUES FROM $15 TO $20 PER MONTH EFFECTIVE WITH THE JULY DUES

DEAR BROTHER:

I'm enclosing a ballot for you to vote on the increasing of the dues by $5. I think we ought to allow the full $5 to go to the International, and between now and the Convention we can compile full information on the ~~final~~ financial condition of each of our locals, so that if any different distribution of the dues should be made it can then be made by the Convention.

Fraternally yours,

C. L. Dellums

C. L. Dellums,
International President

CLD:cr
Enclosure: Ballot

Yes

6/16/77

C. L. DELLUMS
International President

WILLIAM H. BOWE
Int'l. Sece-y-Treas.

BROTHERHOOD OF SLEEPING CAR PORTERS

OFFICE OF INTERNATIONAL PRESIDENT

CONVENTION CALL

The Seventh Triennial and Forty-Sixth Anniversary Convention, Brotherhood of Sleeping Car Porters, convening in Chicago, Illinois at 10:00 AM September 13, 1971, at the Midland Hotel, 172 West Adams Street, Chicago, Illinois 60603.

The Convention will remain in session until all of its business is concluded, which should easily be done within three days.

In this period when the economic and industrial life of the nation exists in varying moods of hope and despair, millions of Americans, including the haves and have-nots, turn to the unions and government for help.

Numerous proposals are being made to effect a solution of the economic problem, variously styled as a recession or depression. Like depressions and recessions that have hit the country before, beginning in the early part of the nineteenth century, the American economy will readjust itself and the industrial life of the country will become more hopeful. However, as the wheels of our economy turn by the competitive forces of production and consumption, the basis of another recession will be developed.

The question may be asked - Is there any remedy for these periodic epidemic recessions? The answer to this question cannot be made with any air of certainty. Fundamentally, these periods, characterized by the wreckage of capitalist institutions and the life of the workers, have their roots in the production of more goods than the laboring masses can buy back with the wages they receive. Some small business enterprises and some of the great business leviathans are either wrecked or crippled without hope of recovery. Out of this economic and industrial debacle bigger and stronger capitalist enterprises and labor unions will emerge.

The hope of ordinary citizens, trade and industrial unions, as well as the conglomerates, will have no certainty of growth and development without the utilization of a more democratic and progressive state. Not only will the workers' unions be forced to develop their economic power to survive, but the great industrial enterprises can look to no stable and progressive future without the power of unions fighting for the life and future of their members and the giant cooperatives manning the fortress for the protection of the ordinary consumer-citizen.

AMTRAK

The railway ststems of the United States had to be practically wrecked and destroyed by mismanagement in order to shock the citizens and government into the realization that an important and socially valuable institution as railway carriers had to have the protection of government as an umbrella against the rain of recessions and ruthless competition.

Recognized as perhaps the biggest corporation in the world, the Penn Central System, which is a combination of the Pennsylvania Railroad and the New York Central Railroad, is an instance in proof.

Now, while Amtrak is a child of the combination of the Pennsylvania and New York Central Railroads, its birth suffers from the lack of a competent midwife to assure its life and health. The railway system known as Amtrak doesn't even have an extensive enough railway coverage to serve important areas such as Cleveland and the cross-country route from Chicago to railway terminals in California and Oregon. Before this railway system becomes hardened with the cement of use, steps should be taken now to at least duplicate the former national structure of the railroads.

It should be obvious to the leaders of government and business that a country as large as the United States of American cannot move forward with requisite efficiency in supplying service to the people and the business community without a national railroad system. Even small countries of Europe are not without national railroads. Ofcourse, economic and social conditions will force the United States to revive and improve railroads that cover the entire nation.

The history of the building and operation of railroads in this country indicates that a national railway system is not only indispensable but should be owned and operated by the government. Moreover, the establisment of a national railway system will also serve as one of the largest employers of labor in the country.

While Amtrak will help to meet the problem of transportation of passengers and freight it is far from being adequate. Though the American railway system did not exercise fair employment practices for workers of color, especially in the higher skilled areas, it was one of the largest employers of black workers in the nation.

It must be recognized that black workers, along with white workers, worked at laying the rails from coast to coast. Black labor should take a stand now and demand that the railway system and unions give black workers opportunity to work in all the areas of service on the railroads.

In this new railway program every single occupation, beginning with the engineer and running back to the flagman in the rear of the train, should include Negro employees. A Negro worker should not only be included in the runningtrades and the shops but also in all areas of office management.

Since it is proper and timely that black Americans sit on the United States Supreme Court, the highest office in the nation except the Presidency, Negroes should be part of the management of a new railway system.

No single organization in the country is more qualified to lead this fight than the Brotherhood of Sleeping Car Porters, with the powerful support of the American Federation of Labor and Congress of Industrial Organizations.

Although the membership of the Brotherhood of Sleeping Car Porters as well as the membership of all the railroad unions has been drastically reduced, it constitutes a great moral force in America. While the Brotherhood is not financially strong it still is a part of the American labor movement and enjoys its moral and economic support.

BROTHERHOOD OF SLEEPING CAR PORTERS
OFFICE OF INTERNATIONAL PRESIDENT
1716 - SEVENTH STREET
OAKLAND, CALIFORNIA 94607

TO: MEMBERS EMPLOYED BY THE SEABOARD, PENN CENTRAL AND BURLINGTON NORTHERN

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: THE LAST WAGE INCREASE AGREEMENT

DEAR BROTHERS:

I told you brothers, through your delegates at the Convention in September, 1971, that we were going to get the railroads which had not signed the wage increase agreement to sign it, and to make no mistake about it they would sign. We also sent word back, that we were going to see that our brothers got every nickel that those wage agreements called for, and that we would do whatever was necessary in order to see that you got it. We not only sent the word back through the delegates, but I have been trying to convince you brothers through Brothers Greene, Cohen and Shackelford, and I also told the brothers in the meetings held in Chicago in August, that even though we were having problems with the Wage Board, that you were going to get your money, and that you would just have more back pay coming when you got it. We won a complete victory on all Three of these Railroads.

Unfortunately, a few of our brothers did not keep the Faith, maybe they never did have it. Those few were just weak-kneed, and tried to cover up their own weaknesses by launching an attack on the Brotherhood and its President. You know something, those weak-kneed brothers never did blame the Railroad Company nor the Wage Board, wonder why? A few of them wanted to lead you away from the Brotherhood, which couldn't possibly have gotten it settled as soon as we did. Now that everything turned out alright, I hope this will put some backbone in the weak-kneed, and now let us all renew our Faith in the Brotherhood, and not be so quick or ready to abandon the ship.

I am planning to visit as many of you as I can in the first part of the year. When you learn that I'm going to visit any division where its possible for you to attend, I hope you show your Faith by Coming to a Meeting. I would like to take this opportunity to extend to you and yours the upcoming Season's Greetings, I am

Fraternally yours,

C. L. Dellums

C. L. Dellums

CLD:cr

For your information only

BROTHERHOOD OF SLEEPING CAR PORTERS
C. L. DELLUMS, INTERNATIONAL PRESIDENT
1716 - Seventh Street
Oakland, California 94607

CHARGES AGAINST AMTRAK MANAGEMENT

We charge Amtrak with violating the Railway Labor Act, GENERAL DUTIES, FIRST, SECOND, THIRD, FOURTH AND TENTH. FIRST, under the General Duties reads as follows:

> It shall be the duty of all Carriers, their officers, agents and employees to exert every reasonable effort to make and maintain agreements concerning rates of pay, rules, and working conditions, and to settle disputes, whether arising out of the application of such agreements or otherwise, in order to avoid any interruption to commerce or to the operation of any carrier growing out of any dispute between the carrier and the employees thereof.

We charge Amtrak with violating the above, because Amtrak with the full knowledge, that at least 80% of the on-board employees designated by various railroads as Coach Porter, Chair Car Porters and Attendants, Lounge Car Porters, Parlor Car Attendants and Train Porters were members of the Brotherhood of Sleeping Car Porters, signed a letter addressed to Mr. Richard W. Smith, representing the Hotel&Restaurant Employees International Union recognizing that union as the sole and exclusive collective bargaining agent for these employees, and Mr. Smith signed the acceptance. Amtrak and the union knew that that union represented about 10% of these employees on a national basis. No railroad would ever grant recognition to a union as the representative of a class of their employees with the full knowledge that these employees belonged to another union. The railroads always forced unions to prove through legal channels that they represented a majority of the employees in question.

Under General Duties, Second: this section provides that all disputes between a carrier and their employees shall be considered, and, if possible, decided, with all expedition, in conference between representatives designated and authorized so to confer, respectively, by the carrier or carriers and by the employees thereof interested in the dispute. We charge Amtrak with violating this section, because Amtrak did not comply with this section in dealing with the Brotherhood of Sleeping Car Porters, the organization who initially organized at least 90% of the above referred to employees, and about 80% of them were still members and the Brotherhood represented them by agreements with the various carriers when Amtrak tookover the operation of the passenger trains from the railroads.

General Duties, Third, reads as follows: Representatives, for the purposes of this Act, shall be designated by the respective parties without interference, influence or coercion by either party over the designation of representatives by the other; and neither party shall in any way interfere with, influence, or coerce the other in itschoice of representatives. Representatives of employees for the purposes of the Act need not be persons in the employ of the carrier, and no carrier shall, by interference, influence, or coercion seek in any manner to prevent the designation by its employees as their representatives of those who or which are not employees of the carrier.

We charge Amtrak with violating this section of the act, because Amtrak combined the employees in question with the dining car cooks and waiters, in order to then take the position, that the Hotel&Restaurant Employees International union represented a majority, because they knew that there are about three times as many dining car employees as Coach, Chair Car and Parlor Car employees. We charge that Amtrak wasviolating this part of the Act, because they were interfering with theright of the employees to choose their own representatives. There is nothing in the Railway Labor Act that authorizes a carrier to change well established and recognized crafts and classes of its employees. This scheme had the full knowledge and consent of Mr. Roger Lewis, President of Amtrak.

General Duties, Fourth; provides that the employees shall have the right to organize and bargain collectively through representatives of their own choosing. The majority of any craft or class of employees shall have the right to determine who shall be the representative of the craft or class for the purposes of this Act. And, no carrier, its officers or agents, shall deny or in any way question the right of its employees to join, organize, or assist in organizing the labor organization of their own choice. This Section also provides, that it shall be unlawful for any carrier to interfere in any way with the organization of its employees, or to use the funds of the carrier in maintaining or assisting or contributing to any labor organization, labor representatives, or other agency of collective bargaining, or to influence or coerce employees in an effort to induce them to join or remain members of any labor organization.

We charge Amtrak with being in violation of this Section, because Amtrak not only refused to recognize the Brotherhood of Sleeping Car Porters asthe bargaining agent for the employees in question, even though the Brotherhood organized them, in a separate class from any other employees, and had been certified by the National Mediation Board as the duly, designated representatives of these employees railroad by railroad across the nation, with two or possibly three exceptions. Amtrak violated this Section further, by signing an agreement with the Hotel&Restaurant Employees union covering these employees. This agreement included a union shop agreement through which they are now forcing these employees into the Hotel&Restaurant Employees union where they have never been before, and do not want to be now. There is nothing in the Railway Labor Act that authorizes Amtrak to change craft and class of employees, and certainly to unilaterally change a class or craft that is well established, recognized and certified by the National Mediation Board. The Brotherhood of Sleeping Car Porters was certified to represent the Chair Car Porters on the Southern Pacific around 1941, because the Agreement became effective July 1, 1942, and the Mediation Board had to send a Mediator out here to work on it and his work resulted in the agreement. And, this class of employees on other railroads, having never been organized before, were organized by our Union from time to time until just about all of them were organized and apart of our union.

C. L. Dellums

WE FURTHER CHARGE AMTRAK WITH VIOLATING THE VERY LAW THAT CREATED IT------------PUBLIC LAW 91-518

It will be noted in Section 405(b) that Congress attempted to protect the employees, and the collective bargaining agreements i.e. (1) preservation of rights, privileges and benefits (including continuation of pension rights and benefits) to such employees under existing collective bargaining Agreements or otherwise; the continuation of collective bargaining rights; (3) the protection of such individual employees against the worsening of their condition with respect to their employment.

We charge Amtrak with violating this Section of Public Law 91-518, because so far as the Brotherhood of Sleeping Car Porters is concerned Amtrak went out on a union busting campaign against the Brotherhood. With the exception of about a dozen of these employees, employed by the Burlington Northern, every one of these employees represented by the Brotherhood had a 174 hour work month. Amtrak adopted a 180 hour month unilaterally. Amtrak further violated this law in reference to the Sleeping Car Porters, all of whom are represented by the Brotherhood of Sleeping Car Porters, by increasing their hours of work and reducing their pay. Amtrak just ignored all of our existing collective bargaining agreements, and took the position that they were a new organization and had no responsibility to any railroad employees or anyone else. All Sleeping Car Porters had their hours of work increased from 174 to 180 by Amtrak, and their wage scale from $4.50 to $4.10 per hour. The Sleeping Car Porters' pay on most railroads was $4.584 per hour. The Southern Pacific rate was $4.65 per hour, and the Santa Fe Sleeping Car Porters rate was $4.77 per hour. Obviously, Amtrak is guilty of failing to preserve the rights of such employees under existing collective bargaining Agreements or otherwise.

Signed,
C. L. Dellums
Int. President

ASA PHILIP RANDOLPH

SUBJECT FILE

BROTHERHOOD OF SLEEPING
CAR PORTERS
CORRESPONDENCE

McLaurin, Benjamin F. 1942-51
& Undated

Maclaurin

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS & ATTENDANTS

AN INTERNATIONAL UNION
AFFILIATED WITH THE A. F. OF L.
217 WEST 125TH STREET
(ROOM 301)
NEW YORK CITY
MO 2-5080-1
NIGHTS, SUNDAYS AND HOLIDAYS
UNIVERSITY 4-8262

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

440

January 6th, 1942

AIR-MAIL SPECIAL

Mr. A. Philip Randolph
International President
3798 E. 146th Street
Cleveland, Ohio

Dear Phil:

We are just returning from a conference with the Atlantic Coastline. I wish to submit the following contract.

We were unable to get a flat $24.00 increase because the employes on the road do not make 240 hours and to accept an increase, based on actual hours of work, would have given some men as low as $12.00, while others would have received $18.00. Recognizing this problem, we arrived at a flat increase of $20.40 per month for all train porters, and then we had a discussion on the basic number of miles that will constitute the basic month. We were unable to come to any agreement for lack of information on the part of the carrier as to mileage and number of individual lines, consequently, they asked for additional time, which we had to grant.

In order not to keep the men waiting for their increase, we arrived at a contract based on the trip basis for attendants and maids. The attendants and maids at this time are making an average of 5 trips per month. The old rate per trip from New York to Miami was $15.00; the new rate will be $19.70, an increase of $4.70.

For the maids running between New York and Miami, they will receive $15.50; the old rate was $11.66, making the new rate $3.84. This was arrived at arbitrarily since there was a $.16 difference on the basis of hours, and the Company granted the $.16.

For the attendant running between New York and Jacksonville, the old rate was $15.00; the new rate will be $18.80, an increase of $3.80 per trip.

Back pay for these individuals are as follows:

For the train porters, $18.36; Chair car attendants between New York and Miami, $4.23 per round trip, and from New York to Jacksonville, $3.42. The maids will receive $3.33. This increase represents $.9 per hour based on the actual hours, and the train porters based on the 204 hour work month.

We have also made it possible to adjust grievances, pending the outcome of our contract involving rules and regulations, which we hope to negotiate very shortly.

I feel that most of the men and women involved will be happy, and already we are beginning to hear the men pledge support to our work.

I need not tell you how important it is that we secure immediately your editorial for the next issue of the Black Worker. I know how busy you are, but at the same time, you must appreciate the fact that if you want the Black Worker to be mailed according to your instructions, you will have to sacrifice some time and make it possible for us to work according to your plans. The last issue was gotten out before the New Year in record time, and I find very little material for the next issue, but I hope to complete all printed materials by Thursday of this week, so that by next Wednesday the December issue will be in the mail. This can be done if you will cooperate with me immediately.

There are a number of thing I would like to discuss with you, but time will not permit. I am being rushed to death with additional work. I had to complete my own article, there are 3 meetings scheduled of importance, plus the conference on Saturday, and I shall be leaving the city as early as next Thursday; so you see what is before us.

Kindly remember me to the men and women and keep up the good work.

Fraternally yours,

Mac

Mac.

BFMcL/sd

MacLaurin

January 6, 1942

Mr. B. F. MacLaurin
International Field Organizer
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York, N. Y.

My dear Mac;

Do not forget the conference called by Lester Granger of the Urban League for January 10th. I hope at that conference they will be able to work out some specific field of activity [redacted] for January [illegible], and the reorganization of that committee will be able to come through. The agenda should be as follows; 1st, reorganization and election of officers, 2nd, preparation for demonstration on February 22nd; 3rd, plans for organization in the New York Division, and 4th; some definite expression of the New York Division indicating their one hundred percent support of the program of the President and the Nation.

Fraternally yours,

APR/fw

A. Phillip Randolph
International President

McLaurin

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

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BROTHERHOOD of SLEEPING CAR PORTERS
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C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

Philadelphia, Pa.
Jan. 16, 1942

Dear Comrade:

For days I've wanted to write you but I have been to taxed to do it. I had to write a statement for the Conference last week and then write a speech. There were about 80 representors from about 20 organizations. The Conference did not differ from others only the vote taking about the attitude of the Negro and the War.

While it was understood that we didn't have the right to represent the Negro the white papers assumed we had such a right and devoted about half of a page to the loop-warm attitudes of the Negro soldiers and the

Negro Morale. As usual the 4 point Program I presented, provoked much discussion but the Negro so call intellectuals are not ready to except the principles of the Labor movement.

The other big job was ~~the~~ getting out the third issue of the Black-Worker. I sent you the November issue I hope you got it. I am now sending you the December issue that is being mailed this week and have just completed the material for the January issue. Thanks for your matter and editorial. This has not be a little job when you consider that most locals or divisions have stopped sending in news, plus the fact Miss Johnson left every thing as messy as she possible could. How on earth she did as well as she did is a mystery to me. By the time February is ready I hope to reorganize the whole thing.

Last night I had dinner with Mr + Mrs Uphams in New Haven, and spoke to the Forum. I've

III

enjoyed any thing so much before. I spent some time organizing my talk but it was worth it. Dr. Uphaus ask me to send a bill for expenses, what will it be. The fare was $3.04 auto and $1.80 taxi fare plus tips 50 cents, a total of $5.34

Wednesday night The March on Washington Movement met in high spirits. Got Dr. Ervin in office as President, with Thomas as secretary. Elected Mr. Crogt, as treasurer, but he came in later and gave reasons why he couldn't serve so in our next meeting a treasurer will be elected. All The important Committees were appointed and reports on The hearings will be ready Wednesday as well as The plans for The all out demonstrations on The 12 or 14. Lincoln's Birth-day.

I am sending you under separate cover The Preamble for The March-Movement constitution. I want you to go over Them and from Them please write The preamble because No body will accept The task. Dr Ervin, Thomas, Fergerson, and myself met to do the job but couldn't get the kind we could agree upon, so they are expecting you to send its final draft. I am enclosing the three draft and the constitution. The minutes are also being sent out are ready to be sent to the National Committee members.

I hope you find it possible to do this immediately. You can reach me in Washington D.C. until next Sunday. We had the usual storm trying to get a statement supporting the President's policy and war effort. So much so we closed our meeting and sent out a committee to draft another statement. I wish you'd send something to Dr. Ervin, before Wednesday. I think the National Committee should do the job and pass it down like the Constitution otherwise you will have as many statements as groups or local branches of the movement, thereby loosing the purpose of the statement.

I've got a hearing next Monday the 26 in Richmond. This is going to change my train porters meeting. I under stand you don't plan to be

~~xxx~~ to meet me in Boston on the 1st is that so? I wish you'd confirm the rumour. We are having some confusion about the tax and those it applies to. I have your letter as of today and will comply accordingly but tell me did this apply to train porters and attendants?

May, I hope you're well. Margaret's father is not dead as yet but he is speechless and can't recognize any body. The doctor said yesterday it was just a matter of hours. Until I shall expect to hear from you in Washington D.C. Keep up the good work, I am

Fraternally yours

B. F. McLaurin.

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Form 2

Send the following message, subject to the Company's rules, regulations and rates set forth in its tariffs and on file with regulatory authorities

January 20, 1942

Mr. B. F. McLaurin
care of Mrs. Tucker
1128 N. 7th St., N.E.
Washington, D. C.

Kindly change dates of meetings in Boston for February 9-10-11-12. I can be with you at this time.

A. Philip Randolph

****

Mr. T. T. Patterson
217 West 125th Street
New York City

Will be in New York February 15.

A. Philip Randolph

McLaurin

NEW YORK UNIVERSITY
UNIVERSITY COLLEGE OF ARTS AND PURE SCIENCE
UNIVERSITY HEIGHTS, NEW YORK

DEPARTMENT OF ENGLISH
TELEPHONE: RAYMOND 9-2000

February 18th, 1942

Mr. B. F. McLaurin
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York City

Dear Mr. McLaurin:

Thank you very much indeed for attenting the first formal meeting of A.B.C.D., for your very considerable helpfulness at that meeting, and for your willingness to serve on our national organizing committee. Our next meeting may not come for several weeks. Meanwhile, I shall welcome your criticisms and suggestions concerning our progress thus far. Particularly valuable will be nominations of key people to be added to our organizing committee.

In accord with your suggestions, I am writing to Judge Kross and Mr.Crossway.

Cordially yours
Atwood H. Townsend
Atwood H. Townsend

NATIONAL ORGANIZING COMMITTEE

of the

AMERICAN BROTHERHOOD FOR COOPERATIVE DEMOCRACY

The primary duties of this committee are to set the character of the organization and to determine basic policies (by occasional letter or questionaire rather than by meetings). The necessary work will be done by a few of this committee and by others.

(While organizational connections are here stated for the information of present and prospective members of the Committee, they will not be stated to the public).

LEROY BOWMAN	New York State Department of Education
WINSLOW CARLTON	Executive Secretary, Group Health Cooperative
RICHARD T. COX	Physicist, New York University
CLYDE EAGLETON	International Law, New York University; Commission to Study the Organization of Peace; International Student Service
HENRY PRATT FAIRCHILD	Sociologist, New York University; Director, Consumers Book Cooperative
DOUGLAS FRYER	Psychologist, New York University; Council on Human Relations, A.A.A.S.
JOY ELMER MORGAN	Editor, National Education Association
B.F.McLAURIN	International Organizer, Brotherhood of Sleeping Car Porters
Rev. A. CLAYTON POWELL	New York City Council
MONROE SWEETLAND	Secretary, Oregon Commonwealth Federation; Secretary, National CIO Committee for War Relief
PAUL A. TIERNEY	New York Post
ATWOOD H. TOWNSEND	New York University
ALBERT N. WEBSTER	Director, Eastern Cooperative Wholesale

Honorary Associates (foreign)

PIERRE COT	former Minister of Aviation, France
ALVAREZ DEL VAYO	former Foreign Minister, Spain
LOUIS DOLIVET	former Secretary, International Peace Council
R. ERNESTO LOPEZ,M.D.	former Minister of Education, Venezuela

INTERESTED PERSONS INVITED TO JOIN THE ORGANIZING COMMITTEE OF A.B.C.D.

WILLIAM AGAR	Freedom House
SYLVIA F. ANDERSON	University of Washington
RUTH BENEDICT	Columbia University
PEARL BERNSTEIN	Secretary, Board of Higher Education, New York City
ALFRED M. BINGHAM	Editor "Common Sense"
Rev. J.H.CARPENTER	Brooklyn Federation of Churches
STUART CHASE	
KENNETH CRAWFORD	Newspaper Guild, and Union for Democratic Action
H. G. LULL	Kansas State Teachers College
GUSTAVUS MYERS	author
Rabbi LOUIS I. NEWMAN	
JACOB S. POTOFSKY	Secretary, Amalgamated Clothing Workers
WILLIAM L. SHIRER	Columbia Broadcasting System
H. JERRY VOORHIS	House of Representatives
HENRY K. WESTPHAL	Farm Bureau Cooperative Insurance Companies
WM. A. WHITE	Emporia Gazette

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Arturo Toscanini
Rene Clair
Robert E. Sherwood
Francis Hackett
Robert Montgomery
Lawrence Tibbett
Melvyn Douglas

have accepted

PROPOSED A.E.C.D. COVENANT

(to be signed by all members)

To the TRUTH sought by objective science,
to the GOODNESS taught by church and conscience,
to the FREEDOM wrought by genuine democracy,
we dedicate our COURAGE to plan and work toward securing for all men everywhere --
vigorous HEALTH in body, mind, and soul;
modest WEALTH through planned abundance;
and a chance for HAPPINESS through security, opportunity, and service to others.

AMERICAN BROTHERHOOD FOR COOPERATIVE DEMOCRACY

A program for individuals (later possibly also a federation of organizations) of planning and practical action --

to win a war worth fighting
to make a peace worth keeping
to build a world worth living in.

The strength of this movement will come chiefly from groups now striving separately toward a better social order:

the heart of moral earnestness from churches, charities, social agencies;

the head of scientific direction from universities, government bureaus, scientists, writers;

the hand of efficient production from management, labor unions, farm agencies, cooperatives.

These agencies now work separately, often at cross-purposes, with wasteful duplication and uncertain effectiveness. If these forward-looking groups can be brought together, gradually or swiftly, to agree upon --

1. a comprehensive program of definite objectives,
2. an integrated plan for effective action, with a useful job for everybody,
3. an absolute determination to work like hell to win what we want --

if we agree and act, we can make our dreams come true -- not 100% overnight, but by progressive degrees.

This proposal offers tentatively a seven-point plan based upon one idea: If we practice Truth, Goodness, Freedom and Courage consistently, then and then only can we surely enjoy Health, Wealth and Happiness.

Truth, reestablished through more informative and more impartial press, screen, and radio; through more trustworthy data on consumer commodities, through more and better schools (including adult education); until we have 80% high school graduates (including trade schools) instead of about 20% at present.

Goodness, actual practice of the Golden Rule, revitalized through churches and social welfare agencies until at least 60% of us base our moral attitudes and our actions upon friendly cooperation rather than upon selfish competition, instead of our present reversal of values.

Freedom, guaranteed through modernized democracy; local and national politics more honest, more efficient, and more directly responsive to the public will; industrial enterprises under appropriate democratic control; a world union of free peoples, to establish peace, maintain justice, and promote the general welfare through free trade and international planning; until at least 60% of us democratically control our own fates, politically and economically, instead of less than 5%.

Courage, expressed through vigorous battle against rackets and graft in business, politics, unions, etc., and through readiness to join other free peoples in fighting for international justice; until all of us -- on the average -- devote at least 10% of our time, money, and effort to social betterment instead of less than 2% (as shown by income tax returns).

Health in body, mind, and soul, protected and improved through medical science, eugenics, and crime prevention; until at least 80% of the people are physically, mentally, and morally fit, instead of less than 50% (as shown by selective service rejections).

Wealth for all, secure and adequate income, proper housing, good food, modern conveniences, insurance and pensions; obtained through a pluralistic economy, with government ownership of most utilities; with farmers freed from debt and raised to modern living standards; with truly individual enterprise revived and protected (local merchants, professional men, and small manufacturers); with much greater use of cooperatives in food distribution, insurance, and family finance; with large industrial corporations partly or wholly socialized, transferring control from absentee owners to management or workers or producers or consumers or the government or various combinations thereof; with the whole economy guided by scientific planning under democratic control; with international cooperation to reduce trade barriers and to increase free access to materials and markets; until every normal family secures the equivalent of at least $3,000 (in 1929 dollars) instead of about $1,000 at present.

Happiness for all, especially longer vacations, easier travel, and greater participation in music, dancing, drama, etc., through cooperative groups; until at least 60% of us are securely comfortable and freely happy, instead of about 1% at present.

The seven-point plan summarized above has been submitted to leaders in various fields of thought and action. A 30,000-word manuscript translating the proposal into practical details is now being revised and will soon be printed, for submission to representative individuals and groups. After further criticism and revision, the plan will be announced to the public.

It is not expected that this plan will appeal immediately to all. At the start, and perhaps permanently, active membership should be limited to the best men and women in all social levels: the best negro-share croppers as well as the best electrical engineers, the best mill-hands and the best production managers, etc. From each group this plan will seek to enlist those above-average in practical intelligence, in vigorous energy, and in moral earnestness.

Members will pay dues of $10 per year or $1 per month or 25¢ a week (for which they will get at least $5 worth of goods and services); attend weekly sessions for work, not talk; and contribute additional time, money, and effort. These activities will divide into four parts:

1. promoting the association and its program;
2. doing things useful toward winning the war and toward making a just peace;
3. working to correct particular evils;
4. producing goods and services for members and others.

Special groups with smaller dues (5¢ or 10¢ a week) will be organized for school children and for those too poor to participate fully.

If we plan wisely and act boldly, the future will be whatever we choose to make it.

McLaurin

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS & ATTENDANTS

AN INTERNATIONAL UNION
AFFILIATED WITH THE A. F. OF L.
217 WEST 125TH STREET
(ROOM 301)
NEW YORK CITY

MO 2-5080-1
NIGHTS, SUNDAYS AND HOLIDAYS
UNIVERSITY 4-8262
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ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

February
20th
1942

Mr. A. Philip Randolph
2624 Twenty Ninth Avenue
Tampa, Fla.

Dear Comrade:

I have just completed my Jersey City meeting and was able to stop in executive board meeting, what might have been a very serious matter. It appears that President Milteer has been listening to Vice President Daniels about his right to bring charges against any member who is not fulfilling his office in his opinion. On this assumption, Brother Milteer took the position that Brother Cunningham, Secretary-Treasurer of the district and Brother M. J. Ford, Chairman of the Executive Board had failed to cooperate in adjusting certain matters in the district. Charges were preferred and these men were on trial.

As you know, I was late leaving New York. Therefore, when I arrived, the meeting was in actual confusion with some brothers ready to walk out. I was able to resume order and deal with the factors satisfactorily. I feel this matter will not be of any additional trouble in the near future. I feel that all of it grows out of the fact that election of officers is nearing, and everybody is concerned about their position.

Continued ---

Mr. A. Philip Randolph
2624 Twenty Ninth Avenue
Tampa, Fla.

February 20th 1942
Continued ----

These are the places that should be visited and in the order as to best train connections as far as I can see. You are aware of the fact that some of the small places are with one train out in the morning and no afternoon travel, such as in the case of Savannah and Charleston and perhaps in the case of Fitzgerald and Macon. However, since most of the stops on the main line of the Sea Board of the Atlantic Coast Line R. R. not much time will be needed for travel.

The first stop then, will be Richmond after which Rocky Mount, North Carolina, then Hamlet and Florence into Charleston into Savannah into Fritzgerald back to Macon, Augusta, Atlanta, Birmingham, Montgomery, Mobile and back to New York.

I wish that you would specify the time so that I might write each of these men to arrange for meetings, and the Secretary-Treasurers to get financial reports ready so that we might check up on our plans. If you have other suggestions, I wish you would make them in writing.

Please set up machinery for the handling of grievances while in Jacksonville for the Atlantic Coast Line. I would suggest that you write the districts informing them that in the interest of better organization, we will reestablish the locals of Jacksonville, Florence and Richmond. And these locals will be responsible for the handling of all dues and grievances.

Trusting that you and Webb are enjoying your stay in Florida and wishing to be remembered to all the men and women, I am

Fraternally yours,

B. F. McLaurin

B. F. McLaurin
International Field Organizer

BFMcL/ec

2 2 2 2 2 2 2 2 2 2 3 2 2 2

McLaurin

217 W. 125th St
New York, N.Y.
Feb. 24, 1942

Dear Comrade:

Just had a talk with Attorney Stevens who informed me he got a letter from brother Johnson attempting to inform him about the hearing that was accorded him in Jacksonville Fla. I am sure you will run into him so I am requesting you to get all the information you can from him and instruct the rest of the men when atty Stevens write for a hearing and its granted that they emmediately get intouch with us here before going to the hearing.

On the question of my travels

II

I forgot to list Asheville, N.C. which should be reached leaving Rocky Mount, N.C.

I have just got word that the case I handled in Richmond on the 26th of January involving one of our Pullman Porters was decided in our favor and the man is back on his regular run.

No doubt you have all the information concerning the Washington Auxiliary Matter. I understand Calloway is out with a petition to restore Mrs Sandle back in good standing with the organization. You still plan to stop there on your way back.

I will take care of your Jury Duty Matter on Monday. All moves forward and together for good. Regards to Wet and the other sisters and brothers of the division. I am

Fraternally yours
B.F. McLaurin.

McLaurin

A. Philip Randolph
International President

Milton P. Webster
1st International Vice-President
4231 South Michigan Avenue
Chicago, Illinois

Bennie Smith
2nd International Vice-President
1308 Broadway
Detroit, Michigan

BROTHERHOOD
[redacted]
of
SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters and Attendants

AN INTERNATIONAL UNION
Affiliated with the A. F. of L.
217 West 125th Street
(Room 301)
MO 2-5080-1
Nights, Sundays and Holidays
UNiversity 4-3262

Ashley L. Totten
International Secretary-Treasurer

E. J. Bradley
3rd International Vice-President
11 North Jefferson Street
St. Louis, Missouri

C. L. Dellums
4th International Vice-President
1716 Seventh Street
Oakland, California

February 27, 1943.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
4231 South Michigan Avenue,
Chicago, Illinois.

Dear Phil:

I just had a long chat with A. J. Mauste who commended Pauline for having done such an excellent job at the annual meeting of the FOR last Sunday.

They are now planning a series of week-end discussions on race relations. The first of which will take place in Boston, Friday, March 26-March 28th. The next will be in New York April 2-April 4th, in St. Louis the evening of April 9th through the afternoon of the 11th, and in Detroit April 16th through the afternoon of the 18th.

He is particularly anxious to have you speak at one of the Mammoth Mass Meetings they are organizing in St. Louis or Detroit. However, in the event that you are unable to make these meetings, will you take a choice on one or the other and let me know so that publicity may be started.

These meetings, except the mass meetings, will be the beginning and ending of the program. They will be in the form of study groups and they want to do certain practical types of demonstrations so as to allow white people an opportunity to actually meet some of the difficulties that must be overcome in race relations.

I should appreciate a telegram from you accepting one of these dates since Mauste is so anxious to cooperate with us in our all out non-violent program. Do keep the Nashville date in mind and let me hear from you on both of these items. Keep up the good work. I am,

Fraternally yours,

BFMcLaurin

B. F. McLaurin,
International Field Organizer.

BFM:gs

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

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C L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

McLaurin

February 28th, 1942

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
Roger Hotel - Central & Harrison Streets
Tampa, Florida

Dear Comrade:

Your letter of the 24th received, and plans have been arranged for the purposed trip south. I plan to leave New York next Thursday, arriving in Richmond on Friday. Enclosed please find itinerary.

I take it that you have written the National Mediation Board for an election involving the Seaboard train Porters. To this end, I shall put forth every effort to get additional authorization cards and to prepare the men for the voting.

On the matter of adjusting problems involving the Atlantic Coastline local; I should like to hear from you immediately as to your decision involving the Florence Division. I suggested to you, that in light of the fact there had to be a grievance committee in the district; that it might be well to have a local secretary-treasurer and a chairman, with one lay member on the committee. Please advise immediately as to this procedure.

I also wish that you might set up the same kind machinery in Jacksonville to handle grievances in that section, and instruct Brother Lyons to send all monies directly to the New York office, instead of the present method of sending Atlantic Coastline money to Richmond.

Our friend, Grace Outlaw is in need of some financial cooperation. She is driving me wild. She is making the request for a $25.00 loan. Personally, I can't make such an out lay, since I have made a loan to the local March-on-Washington committee. I wish you would write her here, since she has an office in the building and give her such cooperation as you can, or instruct Brother Totten to assist her.

I have attended the last meeting of the March-on-Washington committee. Last night I listened to your program and wish to make the following suggestions. First, because the whole idea seems to be bigger than the people you are asking to promote the affair at Madison Square Garden can comprehend. We had a Board meeting, meeting of the planning committee, and these are the facts that were brought out.

1- There is needed immediately, an outlay of $825.00, this is a binder. Within the next 60 days, there will be another need of $1500.00 and before the lights are turned on on the said night, the balance of the money must be paid. I am sure you realize that this is no small undertaking, in light of the fact that the Garden itself costs $3500.00.

2- There is a need for full time promoter to do the detailed work and supervise the program, similar to our last struggle to secure the Order, and

3- If we are going to have the conference we suggest, it will be necessary for you to send out the "Call". Therefore, I suggest that you immediately write the "Call" and if possible, forward it before I leave on Thursday, so that we might have it for the next meeting on Wednesday.

We have collected on the binding money, $120.00. We have promises of about $500.00 by Wednesday. I am asking you to make a loan of $200.00 or more so that we might be able to get the binder and start an all out ticket selling, which will have to be at least $.25 in order to pay the cost of the promotion. I think also that the national treasury should be asked to give such money as it has on hand, so that we might be able to get this money immediately. We are calling on organizations and individuals, and I believe with the interest manifested, if properly directed, we can have a successful demonstration at the Garden; but please don't forget that you are dealing with a lot of people whose experiences are new in mass struggle, and unless you are going to be here to give thought and direction, they will not be able to even follow your instructions. I have done the best I could to keep them on the right track, but these philosophical, academic subjects are forever being brought to the meetings.

I want to make a complaint, and I trust you will accept it for what it is worth. I don't know the situation involving the young lady hired to do work with me on the Black Worker, but whatever it is, it will be necessary for you to take some action in the adjustment of this matter so that the work might move forward. I don't think we will find the place suitable for the young lady who has been working with me for the past two months. Her attitude and efficiency both operate against her, to say nothing of other qualities that I should prefer discussing personally with you. I thereby suggest, in the interest of a more efficient and all round helper in this department, that you look forward to giving me a new girl.

Trusting that you and Web are enjoying your stay in Tampa, and that I shall hear from you before Wednesday.

Regards to all, I am

Fraternally yours,

Mac

Mac.

BFMcL/sd

ITINERARY OF B. F. McLAURIN, INTERNATIONAL FIELD ORGANIZER

RICHMOND, VA	MARCH 6, 7th- 1942
ROCKY MOUNT, N. C.	8, 9th
RALEIGH, N. C.	10, 11th
FLORENCE, S. C.	12, 13th
CHARLESTON, S. C.	14, 15th
SAVANNAH, GA.	16, 17th
FITZGERALD, GA.	18, 19th
MACON, GA.	20, 21st
AUGUSTA, GA.	22, 23rd
ASHEVILLE, N.C.	24, 25th
ATLANTA, GA.	26, 27, 28th
BIRMINGHAM, ALA.	29, 30th
MONTGOMERY, ALA.	31, April 1
MOBILE, ALA.	2, 3
NEW YORK	4th

COPY

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

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1716 SEVENTH STREET
OAKLAND, CALIFORNIA

McLaurin

March
4th
1 9 4 2

Mr. A. Philip Randolph, International President
Brotherhood of Sleeping Car Porters
Richmond Hotel
Broad and Laura Streets
Jacksonville, Fla.

Dear Comrade:

I have your recent letters and note the additional cities to be visited. May I say that from information gathered here on the transportation problem, I cannot reach Fritzgerald from points in Georgia or Alabama. The only transportation in that section happens to be freight. It might be possible to get a buss through to the Railroad going into Fritzgerald ~~and~~ out of points in Florida, so I suggest that Fritzgerald be made later.

I am sorry I didn't hear from you concerning the loan of the March Committee since this is the rather enventful week in the raising of money for the binder. I, therefore, wish you would let Brother Eri[illegible] know that what ~~you~~ actually plan so that he will ~~know what~~ to do. I don't mind telling you there is considerable confusion about this situation because the local feels that $3,000.00 is a lot of money to handle right with so little ~~activity~~. Knowledge of activity

I am, nevertheless, trying to show them that this matter is not just a local matter and that it can~~'t~~ be handled. We must carry on the campaign and get the binding money. We have in hand about $500.00. But $325.00 must be forthcoming if

---- Continued -----

we are going to carry out the plans submitted by you. I am sending you a change of Itinerary and trust that you will find it convenient to communicate with me from place to place.

Enclosed please find a clipping of vacation Club news.

Remember me to the many friends, and keep up the good work.

Fraternally yours,

B. F. McLaurin,
International Field Organizer

BFMcL/ec
Encl. Clps.

#5. This is an example of work done
by The young lady. Too much time is
Consumed, because she just dont see
to follow instruction well at all.

I am also inclosing copy of affidavit
filed with Judge Henry S. Schimmel,
to get a release from Jury duty. Say
I have just been Classified in
Uncle Sams Army as 1 A. You may
have to help get me reclassified. Will
let you know

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS & ATTENDANTS
AN INTERNATIONAL UNION
AFFILIATED WITH THE A. F. OF L.
217 WEST 125TH STREET
(ROOM 301)
NEW YORK CITY
MO 2-5080-1
NIGHTS, SUNDAYS AND HOLIDAYS
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INTERNATIONAL SECRETARY-TREASURER

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

McLaurin

Atlanta, Ga.
Mar. 23rd 1942

Dearest Comrade,

The trip is proving successful from many points of view. The men are paying up and we have gotten some new member.

I am getting some Brakeman and Switchmen lined up and in Savannah The usual good number of men showed up and there was quite some confusion. I find that the secretary-treasurer of Savannah has held up moneys for about 8 months for all The men in The district and some in Charleston. I had a financial report made and got together with brother

Snowden and had an Understanding. He promises to pay all the money within in a period of 30 days from last Tuesday March 17th. I didn't expose him to the men as they were ready to stop paying any more money and move all the present officers.

There was a great deal of confusion and so we had to have a business meeting and adjust the problems. There were 5 months when the men were paying dues and no report was made. $48.00 was taken up while I was there and he was to make a report last week. I hope it is there. He is also sending the standing of all the men and then send the money to balance the report later.

I had a rainy stay in Macon, but got grand responses from the Central of Georgia men. I am sending under separate cover representation cards signed for the International

and turned over to us so we can get
the names and addresses. You'll find
that these men reside in Columbus, Ga.
Cedar Town, Ga. Albany, Savannah, and
Macon. We have a good start in Savan-
nah and Macon. I wish you would have
Totten send about 75 Authorization Cards
to Mr. A. L. Thomas P.O. Box 692 Macon. Send
him a report book as they have 9 men
paid and will be holding a meeting on
Sunday Mar. 29 and promised to get them
this material. I wish you'd write Mr. Clifford
Calhoun at 358 Ashe St., Macon Acting
as President. You met in Augusta a Mr.
Clay who was chairman of the International
Well he is giving support to our program
and did much to help get the group together.
I also got to see some of the train porters
and breakman on the Central.

In Augusta I saw the Georgia Rail
Road men in two meetings and they
were just lost for lack of information.

They admitted they couldn't see the Program because they didn't know enough about it and they couldn't hold any meetings. Some of them got their dues paid up. Charleston is doing better than any place I've gone yet. Will be in Birmingham on Wednesday.

Hope you had a good stay south and got the matters adjusted in Washington. I got some new cards signed for the Sea Board train Porters. Set up machinery for handling Grievances in Richmond and Florence S.C. I couldn't hear from you on this matter.

I am full of cold but feeling OK. other wise. My folk here are still in a bad condition. Margaret is OK. Say hello to all and may all the program work out according to plans. I feel sure we can win this election if we can get it soon

Regards to the family,

Yours
Fraternally Yours
McLaurin.

McLaurin

April 24, 1942

Mr. B. F. McLaurin
c/o Brotherhood of Sleeping Car Porters
217 West 125 Street
New York, N. Y.

Dear Brother McLaurin:

You attended a meeting of the representatives of the various pro-democracy organizations, such as the Council for Democracy, Friends of Democracy, Freedom House, The League for Industrial Democracy, Council Against Intolerance, and the Union for Democratic Action, so you know that they are interested in working out jointly some plans for improvement in race relations from the point of view of genuine democracy.

At their last meeting they appointed some others and me on a committee to work out a program for strengthening the Fair Employment Practice Committee, so that it would become more effective. I gladly accepted with the idea that we would get them to indorse the program of the March on Washington Committee in this respect. I find, however, that the March on Washington Committee's program is not definite and specific enough to have a strong appeal to organizations which are predominantly, but not exclusively white. I would like to urge therefore that you formulate and get behind some specific suggestions such as:

a. Ask for a definite additional sum for the Committee's work.

b. Ask for a definite additional number of investigators. The War Labor Board, for Administrative purposes, has divided the country into a number of sections and I think a definite number of investigators for each section should be a part of your program.

c. You want to strengthen the powers of the Committee by first giving the Power of Subpoena and second giving it the power to impose a definite amount of money as a fine, say a minimum of $1,000 and the maximum of $10,000. Ideally, of course, the penalty should be depriving the firm of its war contracts, but that would not be acceptable to the government I am certain and there is no sense in asking for it.

In formulating your specific demands, you might ask for a little more than you expect to get in accordance with ordinary trade union bargaining practices. But I do think that the demands should be made definite and specific because in the long run, they will have to be made thus specific and in the meantime, it will help to get support for them if you do that.

Fraternally yours,

Alfred Baker Lewis

cc: Mr. Patterson

COPY

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4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

McLaurin

April 27, 1942

Mr. A. Philip Randolph, International President
C/o G. C. Garren
227½ South Rampart Street
New Orleans, Louisiana

Dear Comrade:

Thanks for your letter of last Saturday inquiring of matters pertaining to the March on Washington Movement. First let me say that my stay in Baltimore was of great jubilation to the Marches on Annapolis last Friday. The meeting was extremely enthusiastic and well attended, and quite a bit of money was raised to defray the expense to the governmental office. Yesterdays papers carried a story of the demands and stated that more than 25,000 Negroes stampeded the capitol.

In Washington our second meeting got off to a good start with a permanent set up retaining Attorney Dodson in office with Miss Lillian Speight as secretary, with other members of the cabinet including Judge Houston, Mr. Scott, Jeanetta Welch, Chairman of the Planning Committee, George Goodman, and about twenty others that I can't recall at this time. Our most important committees were set up and plans were being made to launch a city-wide campaign to enlist every organization and individual to assist in this all out effort.

I note from the papers that President Mordicai Johnson of Howard University is attempting to acquire the opening of the chambers of the president. This occurrence might mean that we will have two movements struggling for the same thing. The only difference will be no doubt that one will be a begging outfit while our movement will do the fighting.

For reasons, our local organization has not taken any part in the matter and it seems to grow out of the fact that Mrs. Tucker has some other dislike for our present chairman. I wrote her telling how disappointing it was not to have had representation from the group especially since they had planned to attend. Whether or not they have attended the last meeting I have no information.

I was able to have a long talk with Mrs. Sandles who, by the way, is going to be active on the committee and from all appearance is willing to listen to reason on the question of the Vacation Club. I was not able to contact Porter Evans but did talk to a number of men who were in the club but who expressed their complete severance from the club. Most of these men I met at the dance which was quite a success and where most of the opposition was present. There seems to be much better spirit existing in the district. Even Charlie Jones seems to have taken on a renewed spirit.

The local committee is doing a fair job. The major problem at this time is to execute the blue print that the Planning Committee has so efficiently presented to the group from meeting to meeting. I am meeting the committees tonight to put into mass action the various plans so that the machinery will run smoothly with a larger number of members participating in the program. The great handicap at this time centers around the fact that there has been no coordination of the entire program. That has grown out of the fact that some of our short-sighted business agents could not follow the hiring of select help that would have done the job of executive secretary. Therefore, tonight we must discuss this problem. To date Brother Hunter Johnson has charge of the office but he is a sick man and of little service to the committee. The other person is a stenographer who knows nothing about our program and of course can only be relied upon to do the stenography. Therefore the whole demonstration suffers for lack of somebody who is able to feel the pulse of the movement at all times, and see that certain details are done.

The Program Committee is having difficulties because there has been no physical work done in following up the letters. This was discussed thoroughly with the chairman yesterday and this week the work will be detailed to a number of individuals on the committee so that we might be able to at least know the participants in the program. On the other hand all the promises that Reverend Horton made has been withdrawn because he doesn't want to work with anybody, and Reverend Eldridge was elected to organize the people of Birmingham. He came to our meeting last Wednesday and made a rather poor presentation of his support to the movement, but it was well accepted by the group. At this meeting he decided that he would not fulfill his pledge of $100 to the movement, but he would insist on his following giving support and his disposing of a thousand tickets. But since that time he sent to Dr. Ervin a rather critical letter which equals to non-support from him. Of course, you know about the Powell matter which I am adjusting some time this week. I shall tell you more about the ministers after todays conference at the Ministerial Alliance meeting.

I have a letter here from Brother Joe Boston of the Provisional Committee of Birmingham who is inquiring as to whether or not hostler helpers and machine helpers are permitted to join our committee. I wish you would let me know about this matter immediately. Other matters pertaining to the firemen are pretty much in hand. Of course you received a letter from Brother Stevens dealing with Johnsons case. I think he should be authorized to go down and attempt to adjust this matter. The financial matter of Savannah is still pending. We did get some money but no report. I sent to Brother Bouknight a threatening letter in light of his promise of a thirty-day settlement. I expect to hear from him forthwith.

The case of Brother Snowden's exemption from dues payment has come up again. No doubt you remember that I stated to you that I informed the group that we were not in the position to exempt anybody, but if the local men were willing to pay the dues of their officials it would be quite all right with the committee. They decided to do that in the meeting, but at a later meeting rescinded their decision. Under these circumstances I have said to Brother Snowden that for the good of the organization it would be better for him to pay his dues until you would be able to satisfactorily adjust this matter.

I wish you might send me some of the specific demands dealing with hte FEPC. How many additional investigators are needed? How much money is needed, and if you have any definitely limited punitive powers? This will be of importance to us on the question of publicity.

It is my hope that you and Webster are having an enjoyable stay. Earl Brown was at the meeting last Wednesday and related how he had seen you at Shreveport. Please do not forget the Ladies Auxiliary Annual meeting on Sunday May 17th.

Regards to the many friends. Keep up the good work.

Fraternally yours,

B. F. McL.

B. F. McLaurin,
International Field Organizer

BFM:es

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1716 SEVENTH STREET
OAKLAND, CALIFORNIA

MacLaurin

May 12, 1942

Mr. A. Philip Randolph, International President
Brotherhood of Sleeping Car Porters
C/o E. J. Bradley
11 North Jefferson Street
St. Louis, Missouri

Dear Comrade:

Your last letter reached me a few days ago and found me busy with the details of the Madison Square Garden Movement. Of course things are not moving as swiftly as I should like to see them, first, because the Program Committee has been unable to complete plans for the speakers and the talent to appear which has necessitated a slump in publicity stunts. On the other hand, we have just got Floria Pinckney as our executive secretary who has had to spend some time acquainting herself with the many odds and ends that must be done in order to move into action. It does appear that we are about to see the entire program in front of us.

I have organized a labor committee comprised of a number of labor officials in this section and expect to get some tangible results from the sale of tickets as well as sponsorships which is very much needed, since we have less than 200 five-dollar sponsors and about 8 or 9 organization sponsors. The income has not been encouraging and you are partly to blame because you left so many people believing that whether they raised the money or not the organization would be responsible for debts incurred, and it has required a great deal of diplomacy to let the group know that this is a community project. On the other hand, we have been stumbling because there has been a total disregard for the people who really want to make useful contributions from the point of their services. There appears to be no way of co-ordinating all of the committees we have and getting the work done. We are therefore finding it necessary to transcend some of the committee lines and immediately go into action for results. Publicity has failed utterly to reach the people.

Yesterday Dr. Bethune was in and we had a picture made of her and sent to press a story about her with a background of the sponsors list that is put on a scroll from day to day. I wish you would write Dick Thomas and request from

Mr. A. Philip Randolph
11 North Jefferson Street
St. Louis, Missouri   May 12, 1942

him more consistent support. It appears that many unpleasant things have come up involving him. I am further attempting to get a show-down on one or two additional white sponsors in order to balance our program. Unfortunately, we have relied entirely on letters to do the job when a little personal contact might have acquired the result so needed at this time.

I have secured 4 outlets for radio talks, but feel that we are not going to be able to get any radio time for the Madison Square Garden meeting unless we can get some prominent radio artist or screen star. I shall tell you more about that later.

I regret deeply your inablility to speak for the Mass Meeting in Jersey City on Sunday, May 17th. They have gone to a great deal of trouble to prepare for your coming and while I have another speaking engagement, I shall attempt to fulfill your engagement at their request. I attended their dance last Thursday which was extremely successful. It was at this time that I learned about your inability to appear.

The conversation that you had with President Nixon of Montgomery relative to the tax situation is quite true. I found that no letter reached the group from this office concerning the tax and that several of the men had the idea that they were exempted. On the other hand, Brother Nixon planned a public program at his church without the cooperation of the local which created quite a bit of confusion and much feeling. However, nothing serious affecting the local has occurred and perhaps the June election will eliminate much of the confusion since most of it originates between the secretary-treasurer and the president.

I have a letter from the Buffalo Division inquiring about our next visit to their district. I wish you would attempt to arrange for some meetings there in the near future. We had a nice delegation from Boston at our dance and they are looking for us on the 28th at their dance. I hope you will find it convenient to attend. If not, I should like to attend myself. No doubt you know by now that Brother Roberts of the New York Central District had a stroke and it has necessitated our getting another brother at the ~~office.~~ yards I spent one week ~~end~~ and have given some time since then to the new worker. I am now attempting to get an analysis of the taxes paid in the division so that we can follow through on your tax suggestion. According to what I have seen our problem is not so much a tax problem as it is declaring war on some of the delinquents, especially in the New York district.

I have just received a telegram from Alfred Baker Lewis asking for the use of your name to sign a letter with Dr. Kingdon, Reinhold Niebuhr and Thomas Amlie of Chicago in UDA's campaign for the circular dealing with the mixed army. I wish you would wire me or him on this matter since they are holding up the communication for your consent.

Mr. A. Philip Randolph
11 North Jefferson Street
St. Louis, Missouri

May 11, 1942

We are having quite a number of conferences with secret agents of the Federal Government on our program. Thus far we have had nothing to fear but my guess is that the Communists are doing everything possible to sabatoge our program. I have never been more concerned about them before. I am sending you under separate cover a re-vamping of the last CALL for your analysis. There is one paragraph in particular I want you to give thought to and that is the one dealing with the March On Washington Movement and the war.

Trusting you are well and wishing to be remembered to the many friends, I am

Fraternally yours,

B. F. McL

B. F. McLaurin
International Field Organizer

BFM:es

McLaurin

May 15, 1942

Mr. B. F. McLaurin,
International Field Organizer
Brotherhood of Sleeping Car Porters
217 W. 125th Street
New York City, N. Y.

Dear McLaurin:

Plan to go to Washington with me May 21st for meetings from the 21st to 23rd for the Brotherhood on the Vacation Club.

Fraternally yours,

A. Philip Randolph,
International President

APR/p

McLaurin
USO

C
O
P
Y

June 10, 1942

Mr. Thomas Young
570 Seventh Avenue
New York City

Dear Co-Worker:

I am sorry that your duties prevented you from attending our meeting at the USO headquarters - Hotel Theresa - yesterday afternoon.

It was generally agreed that Negro membership in Organized Labor would be given credit for contributions only if a sizable and commensurate allocation was made to the Harlem-Riverside office. We are asking two things - If your organization has already contributed, that they contact the Labor Division where this contribution was in all probability made and make a specific request that allocation be made to the Harlem-Riverside Committee, or if the donation has not yet been sent in, that specific earmarking be made for this purpose.

May I impress upon you again the necessity of rallying our forces around such a worthy cause as this and at the same time to show that the Negro membership of the Organized Labor Movement is willing to do its share.

Fraternally yours

Benjamin F. McLaurin
Chairman, Labor Division

lo

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JUN 18

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A PHILLIP RANDOLPH,PRES OF INTERNATIONAL B S C P=
4231 SOUTH MICHIGAN AVE=

KINDLY CALL ME BETWEEN 4 AND 6 AT OFFICE VERY IMPORTANT MATTER ON ACTION TO BE TAKEN IN CONNECTION WITH WORLD TELEGRAM AND OTHER NEWSPAPER RELEASES=

B F MCLAURIN.

4 6.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

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ST. LOUIS, MISSOURI

C L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

August 13, 1942.

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

My dear Phil;

I have just returned from a rather eventful trip having gathered such information to make the hearings really successful. Stevens and myself are presently organizing and analysing the material and will be ready to make Webb and other members of the committee a report whenever you suggest.

Regret I cannot give you a detailed statement at this time but time is of the essence. There are a number of things I would like to talk to you about. First I am in Philadelphia Saturday and will return sometime Saturday night. Have rather important matters to attend to in Baltimore next ~~Thursday~~ relative to the B. & O. Train Porters. It appears that the company is attempting to intimidate a number of the men having hired some porter instructor and given him the power of firing any porter who does not come up to his standard of quality and already the finger of the company is beginning to show itself. We might have a case of coersion or intimidation. Will have more information for you when you come back.

Enclosed you will find a letter from William G. Nunn, Managing Editor of the Pittsburgh Courier as well as a copy of Schuyler's reply. Do you have any suggestions? It is interesting to note that even the Courier does not want to be involved in any fight with the "March On Washington" and is no doubt seeking a way out since they request that Mr. Schuyler be permitted to use the article anyway he feels free to dispose of it. No doubt we will get some publicity in some other channels.

Hope you have a successful meeting tomorrow night and let me know something of your future plans.

The city is full of our good friends from all sections of the country including Pauline, Bertha, Jackson, Davis and a host of others that we no doubt arbiobligated to.

Tell Webb I shall write him immediately. Regards to all, keep up the good work. I am,

Fraternally yours,

B. F. McLaurin

B. F. McLAURIN
INTERNATIONAL FIELD ORGANIZER

BFM:mh

McLaurin

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1716 SEVENTH STREET
OAKLAND, CALIFORNIA

November 7, 1942

Mr. A. Philip Randolph, Int'l. Pres.,
Brotherhood of Sleeping Car Porters,
4231 South Michigan Avenue,
Chicago, Illinois.

Dear Comrade:

I have just returned from the organizational trip involving the C. & O. train porters at Hinton and Huntington, West Virginia.

I don't think I have seen a better spirit manifested about organization exemplified by any of our many train porter groups. Our first meeting was held last Monday night and every train porter in the city was there. Two of the meetings were held the following day in Hinton and so interested were the men that they had to be reminded when their turn came to go out. They were just eager for information. I brought back with me $128.00 in joining fees and other monies that were collected by Brother Payne I could not get because I didn't have time to contact him. I spent one day in Huntington but had to return on Thursday morning to meet the officials of the B. & O. on the question of certification for the group.

It is my hope that you will make it possible to interest Brother Bennie Smith in contacting C. & O. porters there as well as B. & O. and L. & N. men. This seems to be one of the headaches in all three of our programs. Although I wrote Brother Smith and he has agreed to do what he could, I would feel better if you would arrange to let me go there and get the organization started and have him follow up.

The conference was held with Mr. G. E. Carl of the B. & O. at 2 o'clock on Thursday. I submitted such cards as we had but found that we didn't have enough of the certification as is required by the Railroad Labor Act.

It so happens that within the last ten months there has been a turn-over of quite some men either going to defense jobs or the Army. Because of this fact many of our cards were avoided. The Company claims a total of 120 men on the payroll and as of October 15 some of the men who signed cards were Red Cap Emergency Train Porters. Their cards cannot be counted.

And so it seems to me that special efforts ought to be made to reach train porters in Cumberland, Md., Cincinnati and Toledo, Ohio. These three places seems to be almost untapped since the men are without information and still have a bit of fear relative to the course we plan to follow.

The Baltimore men are doing an excellent job of keeping their dues up and soliciting cards. It so happens that even when I went to meet with the Management, they had 8 cards in their possession that I had written for but like many train porters, unable to understand what answering letters mean, they just held on to them. And so the B. & O. will write you stating the conference was held and the findings. I found them most cordial and almost apologetic about the fact that we did not have a majority. I am sure this can be overcome and I have started a campaign to solicit extra cards and new memberships. I am also sending a letter to each man who has signed a card informing him of the situation.

I met our group Thursday night, together with the train porters and auxiliary members and had a short talk with them in the hope of re-organizing the March Movement. It so happens that Mr. Hawkins, who was the local chairman of the last movement was not notified and could not be reached, therefore I was unable to get our movement started, but all expressed the desire to arrange a meeting in the near future for the purpose of organization and I expect that this will happen soon.

The final proofs for the proceedings for the Detroit Conference proceedings has been given to Rosenberg a week ago and he is in the process of completing the job. This has been one job that he has given the run-around largely because we have not been on the scene to push him around. Because the political work came in and that was ready money and he wanted to make as much of that as possible, he left ours. Nevertheless, I feel that he has wasted too much time in getting this job completed. I plan, however, to have them in the mail the early part of next week.

You have heard of the confusion involving the mass prayer. There seems to have been a great deal of pussy footing on the part of the Mayor, and, of course, you are familiar with Adam Powell's statement which should not have had anything at all to do with the commitment made by the men. But all in all I think the idea will go over although I regret that I did not know about the affair until you had gone and did not have a chance to discuss the plans. The truth of the matter is we are not building locally the kind of organization that will assure success for the many things we want to and need to do. When you are back we had better give some thought to a number of detail matters because there is a constant cry about you making plans and leaving nobody to help carry them out. I am giving additional time between now and Monday to the idea, and contacting churces and various groups to enlarge the audience. There has not been to this day, any leaflets out and the release that went to the press was anything but good. But that is to be expected when our programs are not sufficiently organized.

It is my hope you are meeting with success and will be returning to the state soon. Special regards to Brother Smith.

I have secured photostatic copies from Mr. Northrup, Dept. of Economics, Cornell University. I have not gone through them as yet but will in the near future. Keep up the good work. I am,

Fraternally yours,

B. F. McLaurin

B. F. McLaurin,
Int'l. Field Organizer.

BFM:GS

McLaurin

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
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TRAIN, CHAIR CAR, COACH PORTERS & ATTENDANTS
AN INTERNATIONAL UNION
AFFILIATED WITH THE A. F. OF L.
217 WEST 125TH STREET
(ROOM 301)
NEW YORK CITY
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NIGHTS, SUNDAYS AND HOLIDAYS
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ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

November 14, 1942

Mr. A. Philip Randolph, International Pres.,
4231 South Michigan Avenue,
Chicago, Illinois.

Dear Comrade:

May I hope you are having an enjoyable trip and meeting with success. No doubt, you have received, under separate cover, copy of Detroit Conference Proceedings. They are bound and should reach here in large numbers by Monday. We have had a difficult time with Rosenberg because of the political campaign and his desire to get immediate money, however, I think, on the whole, the job will serve its purpose and I am going to dispatch them to the organizations next week.

I don't know what you have had ~~de~~ direct information about our recent demonstration at City Hall. While the prayer was impressive and the idea gotten over, the fact is there were few Negroes participating in the program. The reason grows upon the fact that the coordination of activities has been so badly handled that nobody knows from day to day what is going on. The Friday evening before Monday they finally got out a circular, and even this did not carry anything about the March. Many people reading it were at a loss to know who was sponsoring it. I think this was responsible for a great deal of the laxity on the part of Negro attendants.

Since being back I have attempted to take over the situation. As I see it now, centered around Ann Hedgeman, who has been given one of the most important committees, that is the Membership, but has done nothing, ~~not~~ even attending a meeting since her appointment. Whatever the reasons are for putting her in the position, one must recognize that Ann has a $4,000,000 job to preserve and is not going out on the limb for the March. If we are going to reach our goal of at least a million organized Negroes by May, we are going to put somebody whose major interest would be soliciting new memberships. Things have gotten so bad that we [illegible]n't even request new members to come to our meetings to join our Move[illegible]nt. No membership report has been given for some time.

The office is worse, because we have two young ladies there now, neither of which can type or write a business letter. They have no knowledge of the activities because our various committees have attempted to work at separate entities and the March Movement, as such, have not been able to keep up with what is really being planned. For an instance, we have had a dance on foot for about two months. Of course, the chairman was out of town for a while but this was a large committee, and an assistant chairman was delegated, but for some reason the committee just didn't get going and to date no publicity has been gotten out. Tickets are just now being distributed and up until last Wednesday night the boxes had not gone on sale.

I have attempted to infuse new life in the committee. I have sent to the printer, with the cooperation of the chairman, a leaflet, and we are now getting out a letter to be sent to the organizations requesting their support but there is less that a month to work. Somehow, Brother Ervin got the idea that we could publicized the Brotherhood dance with the March dance. It does not require very much arithmetic to recognize what Totten would say and do if a thing of this sort were even possible, to say nothing of the cries from the men.

And so we are now attempting to overcome these difficulties by coordinating the efforts of our committees and giving to the members a larger share of the March program.

We are calling for a Board meeting on Tuesday and it seems to me that it would be wise to deal with three important matters facing the future program of the March. First, to find out wether Miss Hedgeman is going to assume the responsibility of membership and when. Secondly, wether Mr. Johns, chairman of the important committee on job investigation is going to serve, since he has not been active since the reorganization, and thirdly, give some thought to the administration of the office so that the activities of the various committees would be coordinated in the March program and we can begin to get the March program back where it was shortly after the Madison Square Garden meeting.

Our attendance in meetings have dropped so low that we can meet in a small room at the "Y". We shall attempt to correct this also. If you can at all be present Tuesday at 8:30, please do so.

Not long ago I visited the Richmond division in the interest of adjusting a grievance for Brother Anderson as you requested. It so happens that Mr. Anderson went out the day before, and hearings had to be postponed. It appeared that this was deliberately a mess-up in light of the fact that the Company had gone to the expense during the first scheduled hearing, and brought down somebody from Chicago only to find the morning of the hearing that the committee requested a postponement.

Since that time, we have found that the Superintendent slipped up on sending a notice to Brother Anderson and now that Brother Anderson is scheduled in the Army on the 18th, they are trying to rush a hearing through.

I think, however, we are prepared for whatever happens. In the course of the conversation with Mr. Murray, Superintendent of the District, he pleaded for cooperation of the Brotherhood in presenting our program to the new porters. He stated that they were having more difficulties with new porters in Richmond than all the porters in the country, stating that some had gone to jail, some had cut up individuals in various fights. One man kicked an officer off the steps of a Pullman car, and letters have come in from various sections of the country about the abuse of the Richmond porters. He said that he would be willing to cooperate in any way possible in assembling the men if we could assist them. I pointed out to him that one of the errors the Company had made in selecting men to carry out a program under the contract was to permit an instructor, such as had been placed through for several months, to do everything but give the type of instructions that would make a good porter, Pointing out that so long as the Company permitted its personnel to attempt to drive men instead of cooperating and leading them, they would continue to have this trouble and that if he permitted some of the members of the organization who know, more or less the individuals in Richmond community who could assist in carrying out the duties of the porters in a gentleman like way, they would have less difficulties. He promised to take this matter under advisement.

The facts are simple. Our division is inactive. From what I can learn there has been no meeting for something like three months. That they have not been able to have their re-election. This district will have to have some attention.

I wrote you about the B. & O. matter and shall have a very fine report for you about the C. & O. train porters when you return.

I have been able to get a photostatic report of the Brotherhood. We are now awaiting information as to the program of the firemen for December. Survey Graphic is out but I have seen absolutely nothing about the firemen. You have an article on the March. On the whole it was very good. Full of dymamite.

I don't know what you propose to do next about the Atlantic Coast Line but they have decided not to report to the last letters.

Plenty of work awaiting you but take care of yourself until you return. Remember me to Web. Keep up the good work.

Fraternally yours,

B. F. McLaurin

B. F. McLaurin,
Int'l. Field Organizer.

BFM:GS

McLaurin

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4231 SOUTH MICHIGAN AVENUE
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11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

December 3, 1942

Mr. A. Philip Randolph, Int'l. President,
Brotherhood of Sleeping Car Porters,
4231 South Michigan Avenue,
Chicago, Illinois.

Dear Phil:

I have both your letters and have carefully noted the contents. I wish to inform you that I have complied with the request as of Tuesday morning. The proceedings of the firemen's conference, the speech delivered at the first railroad conference of documentary and factual materials, plus such general information as we have, has been given to him. We hired Miss Johnson as of Tuesday morning and she has been busy organizing the office and doing detailed work in preparation for the final opening of the office next week.

The names of the Citizen's Committee has been secured and we have written a few additional persons as well as a number of organizations that Rorty wanted on the stationery. He feels that if this can be done within the next two weeks all will be well since it is possible for him to use the stationery we already have.

Stevens and myself had luncheon Tuesday and talked for about two hours on the general picture of the firemen and he has instructed Miss Johnson to dig up all the personal history she could on you as well as information concerning the War Manpower Commission and the F.E.P.C. I think he plan to go to Washington next week to do some research work. He has further requested that pictures of various firemen in locomotive cabs with engineers, some operating Diesel's and other skills done in the industry be secured. I have written the President's requesting that they make special effort to get pictures and send them here immediately, also emphasing the importance of saying nothing as to the purpose for his securing such pictures.

He is attempting also to secure a few Negro writers to do feature writing on the problem. Among whom has been Claude McKay, Dick Campbell, Earl Brown, Mercedes Gilbert, and a few others who might have some contribution to make in the struggle. For two days now I have been attempting to locate McKay. I have just been privately informed that he is working for War Information and does not want this position known, however, he is being contacted and we shall know very soon whether or not we can have his services.

Miss Johnson has been instructed to compile all meeting dates of importance between now and the 25th. Susanne LaFolette also agreed to work with Rorty and his wife has already started investigation. Stevens and myself attempted to impress upon him the necessity of an immediate job since the time is short and I suppose by the end of next week certain definite things will be done.

I called Survey Graphic Magazine Company and find that it is impossible at this time to secure any reproductions of the article however, the Board meets Tuesday of next week to decide as to whether they are going to plan additional copies or whether they can be reproduction of specific articles. The price quoted for offset is $7.50 for the first 100 and 75¢ for each additional 100. For printing the first 1,000 will be $15.00, $10.00 thereafter, but could not promise any immediate delivery since the publishing company is in Pennsylvania but under no circumstances will they furnish the information before Tuesday at which time they will call. I think the idea a good one, and we should avail ourselves of the opportunity if possible.

I am glad to know you are returning Sunday. I should like very much to have a discussion with you on some of the organizational problems I face, a result of your recent action. There need be a clarification of my function in this zone.

I leave Monday for Washington where I meet the Pullman Car Cleaner and, no doubt, will remain for the dance and a meeting with the ladies.

I received a letter from Webster relative to information dealing with the question of the Norfolk & Western Railroad as well as firemen cases of discrimination in Atlanta. It is difficult to decide whether or not somebody should go to Atlanta and Virginia at this time. I think when Web is in Washington he should in[illegible] personally into such matters as might be in the files of the F.E.P.C. in this matter since Houston has nothing and Hubbard secured only 4 cases on the Norfolk & Western but none in Atlanta.

Yesterday Pat and I met with the officials of the Atlantic Coast Line on the case of Freeman Wise. It is difficult to say what will be the outcome of this case since Mr. Hall, supervisor of ~~[illegible] of the passenger [illegible]~~ stationed here has no power to act, he simply carries out orders. We did find out, however, that Mr. Sibley has been promoted to General Manager but his address is still the same and there is no reason for his not responding to our communications.

I have just secured $10.00 from Tampa on the proceedings and stationery as per your instructions.

Trusting you are meeting with success and remember me to the members of the organization and March. Shall see you Sunday, I am,

Fraternally yours,

B. F. McLaurin,
Int'l. Field Organizer.

BFM:GS

McLaurin

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C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

January 11, 1943

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
4231 South Michigan Avenue,
Chicago, Ill.

Dear Phil:

Things are rolling here in the East on the stoppage of FEPC and our protest meeting in Washington January 24th. I think that this meeting ought to be, without a doubt, one of the biggest demonstrations Washington has ever had and we ought not spare anything to make it the kind of success that will be effective in pressure on the President and other reactionaries who had much to do with the postponement of the hearings.

May I say that Counselor Epstein feels that there has been some fenagling behind the scenes and that there has been a promise to adjust these matters without a public hearing because of the dynamite involving governmental agencies. Be that as it may, we must keep up pressure, otherwise the whole program will be lost in the scramble to do nothing on the problems of the Negro. I think you ought to know also that a request has been made that no hearings be held in Detroit on the grounds that the Navy Department is holding an educational program and that hearings will interfere with the outcome of this program.

It is my hope that you will write all the March Movement's to bring pressure as well as the local divisions of the Brotherhood and certainly the Provisional Committee and thee local committees ought to get the railroad workers particularly raining telegrams, letters and post-cards.

I can't very well give you a description of all the things that are happening but I might say that a scheduled conference with the Mayor is scheduled for tomorrow. I am now activizing the Citizen's Committee and securing as many statements from prominent people as possible for newspaper and pressure technique purposes.

I am sure you have seen in the newspapers an account of the facts involved in the new organization that Senator Norris is supposed to head up. I am sending enclosed a confidential copy on the facts as presented by James Loeb, Jr., Executive Secretary of UDA who is going to be the moving spirit in this new organization. He wants you to know the facts. At your convenience, I wish you would write

(over)

him at the address shown on the above stationery. As you will note from the letter, we had a long conversation relative to the Brotherhood's position of the white railroad workers being a part of this program. I told him that it was not our position that the Brotherhood could not be a part of movements calculated to improve conditions under which we struggle for the cause of democracy. That our last action was taken because the UDA's program was supposed to be fighting for democracy at home and abroad and that individuals whose past practices did not support such principles had no right to be a party to something that UDA was directly responsible for. Please give this your immediate attention since there will be another meeting in the very near future.

It is my hope that you are meeting with success on the tour and certainly we shall be happy to receive a check from the Detroit March On Washington. I think we will have sufficient monies to pay Miss Myers on the 15th but do not know how I can meet this $100 bill of Rosenberg's.

I shall look around immediately for a Stenographer and do what I can to raise funds to keep the program going until we can get our National Committee organized to help shoulder the responsibility for the program.

Remember me to all. Keep up the good work, I am,

Fraternally yours,

B. F. McLaurin

B. F. McLaurin,
Int'l. Field Organizer.

BFM:GS
Enc.

McLaurin

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4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

January 13, 1943

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
4231 South Michigan Avenue,
Chiago, Illinois.

Dear Phil:

I am very happy you sent your statement because we have been waiting so long we thought that it was not going to be news any more since action, and immediate action, is always needed on a program which is red hot. We are now wondering what can be done to create new news and keep this matter before the public. One of the suggestions that have come to us, and I think a good one but I would like to have you thinking about it, is to establish a picket line in Chicago, St. Louis, Detroit, Washington, and New York protesting McNutt's action. This picket line should be simultaneous and should be established as quickly as possible, otherwise our good competitors, the Communists, will begin to make much of our delay. Let me know what you think about the ability of the March to maintain such a picket line.

I have just gotten a call from A. J. Muste asking for a statement for the church organization's newspaper on your proposal of Civil Disobedience and non-violent action on the problems of the Negro. I am granting him an audience tomorrow morning and then he is to write the statement subject to your approval and correction over the week-end so that it will be ready for Monday. He is also requesting that you speak at the annual meeting in Labor Temple, Sunday, February 21st on the subject of Non-violent Action as proposed for our May conference. These two things we should like to clear as quickly as possible.

The New York March Movement is now proposing a city-wide money raising campaign. All details have been worked out and a body has been arranged for the entire year totalling $25,000. They are now attempting to get $2,000 through loans to pay for the campaign. I have thought the idea good but I am still lost as to the physical ability of the March to carry through such a program. Our good friend, Pauline, has got the whole group agog in the manner in which she is able to present this proposal. It sometimes makes me feel that her YWCA connections must be knocked from under her so that she could come down to earth and begin to recognize that the March Movement is not a pink tea party like the YWCA's program from the point of view of raising money and getting cooperation.

We are scheduling a Board meeting for Saturday in the hope that you will be able to participate. There are a number of things that needs to be clarified. One among

(over)

them is the fact that some misunderstanding is created in your press release about our Civil Disobedience program being simultaneously promoted with our "I Am An American, Too" week. May I say that this matter has been a project of the Finance Committee and would be ready for the objections of the Board on Saturday. I hope you will be able to attend.

I am meeting the B. & O. officials on Friday at 2:30 on the question of certification of the Brotherhood as the rightful representatives of classification of that service. I am also going to make a special effort to attend the Washington meeting on Friday night and return to New York immediately since I will be so close to Washington and we need to put as much steam as possible behind our mass demonstration.

Enclosed you will find our new leaflets for distribution. I might point out to you that we are mailing out about 5,000 of these with pre-cancelled stamps at a cost of about $50.00. There are direct advertisements that ought to bear fruit. This mail will more or less reach a large white audience in Washington. The organization for the addressing of the mail was arranged for last week.

I have just had a call from Rorty saying that a delegation of 14 people from Detroit representing organizations had a conference with Cramer and that it appears that a deal is about to be made on the question of future relationship with War Manpower Commission and FEPC. According to Cramer, there are some high officials in Washington's political circles who feels that two or three Negro leaders are doing more harm to the race problem than helping, and that they feel there are other ways of handling the question of discrimination than through public hearings. He would not commit himself as to who they were or what other ways could be used to do an effective job. A part of this delegation is remaining in Washington for a conference on Friday with McNutt. It is requested that you and as many people as you can get from as many sections of the country attend this meeting. It is my understanding that things are red hot in Washington and that McNutt is under all kinds of fire and steam. It is our job to keep the fire hot. I think that quite a delegation would be interested in going down from here. Perhaps Mayor LaGuardia, Father LaFarge, James Myers and men of this calibre. Let me know immediately your reaction to this and if it is possible for you to [illegible] in Washington on Friday.

I had a chat with Brother Anderson who wanted to be off for the hearings and requested that I ask you about his getting off since he feels that there are some things we can do to help carry out the program. I would suggest that in light of the fact that you are not holding hearings that we do not assume this extra expense.

I might say that I am not at all pleased with the action of our local March Committee in Washington. There seems to be everything but organization and sooner or later we have got to activize the group there. I am reorganizing this week, Jersey City and Newark March Units. I have not received money from Detroit as yet.

May I remind you that Sunday you and the madam are scheduled for dinner with the Rorty's as well as inform you of the fact that the radio program is also scheduled for the 22nd.

I plan to leave here on Monday or Tuesday to make final arrangements for Washington program. Will be looking forward to hearing from you at your earliest convenience, I am,

Fraternally yours,

B. F. McLaurin

B. F. McLaurin,
Int'l. Field Organizer.

BFM:GS
Enc.

Hark! the
her-ald an-gels
sing,

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Jan. 22, '43

Dear Comrade:

The situation is developing O.K. and every thing looks good for a grand meeting.

Bertha wants us for dinner Saturday before the party at her house. The Work shop party is at 9 and Mrs Green is having a few friends in after that - if you can arrive intime for dinner we will be very glad.

Please bring along a few sheets of Stationary! Hope

H-F NO. 55
LITHO IN U.S.A.

you're feeling O.K. and will be able to keep up the good work.

I am Fraternally yours

Moe

A. PHILIP RANDOLPH
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C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

Jan-26 1943
Richmond, Va.

Dear Comrade:

I deposited The money in Washington Bank and had our local secretary-Treasurer to send the Check to Totten. I paid all The small bills except Two. One for Additional postage The other for Car fare for The Chorus That sang for us. I'll look After That when I return.

I am sending The bills for Ads to Totten other can be had upon my return. I trust You will decide That I should return to New York for a few days since I am really not prepared to Make The long tour now.

I trust You saw The Editorial in P.M. Yesterday on our Civil Non Violence Program. Well I suggest That You Make a statement immediately as to our purpose — safe guarding and protecting M.O.W. and our Plan of action. This should be done immediately and sent to Atty. General Biddle. This will allay any statements others may make in the name of the M.O.W. I trust you see what I'm driving at, and the need for such a statement.

What do you think of organizing a number of delegations from various sections of the country to be in Washington next Monday when the Committee meet the President. If you think the idea good let me know and call Al. Hamilton and Milgrim.

Hope you're feeling O.K. and your examination will be O.K. in preparation for your operation. Also trust you had a good stay in Baltimore. Tell Web. I couldn't help but think of him during the hour of debauchery. I trust his luck was as good as mine.

Had meeting with Train porters last night and later met the March group. They are doing very well. I didn't get a chance to see Pauline but requested Barnes and Dodson to do so. Am now in the station. Will write you a line from Norfolk. Keep up the good work. Write me in care of Moffatt 2529 Middle St.

Fraternally Mac

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City New York City

Wish to advise that no one be employed for financial campaign for MOW until money is in sight to pay them. This is very important.

A. Philip Randolph

Sender's Full Name (if not shown) and Address for Reference

Sender's Telephone Number

McLaurin

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INTERNATIONAL PRESIDENT

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MO 2-5050-1
NIGHTS, SUNDAYS AND HOLIDAYS
UNIVERSITY 4-8262
440

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

February 27, 1943

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
4231 South Michigan Avenue,
Chicago, Illinois.

Dear Phil:

I have just concluded my trip South, having had a rather nice conference with the G.M.&O. adjusting some of the problems involving interpretation under our last agreement.

The men are doing very well but I have every reason to believe that we will be in a much better bargaining position if we take over the train porters organization. I said to Brother Alexander, our local secretary-treasurer, that when I was down there again I would make an effort to have them come in with us since it would be to our advantage to have all the porters together on the road.

I stopped in Montgomery, Alabama where I had a very good meeting with the L. & N. train porters. The men are paying their dues and the members are joining weekly. I, likewise, made a trip to Nashville with an excellent meeting on the problems of L. & N. train porters, with representation from every division in that section. I firmly believe that we are now prepared to really win an election on the L. & N. Brother Patterson remained a few hours longer in Montgomery in order to see the agent of the district who had violated the contract in refusing to meet with the Grievance Committee. There were several small matters that he was able to adjust.

I had a three day stay in Atlanta where I had the opportunity of meeting a representative group of citizens and reorganized the March chapter. As you know, Mr. H. Y. Bell, Executive Director of the Urban League, has been functioning as our representative there. Mr. Bell is no longer with the Urban League, and of course informed me that he was not able to give assistance to our program since he is traveling for the USO. He recommended Mr. K. A. Thompson, Vocational Secretary of the Urban League and an active member of an AFofL Union, to take charge of our program. He was responsible for the meeting and the group voted him in as temporary chairman until such time they are able to formulate a larger group to set up a permanent organization. I have great hope for our local set-up there because they are very energetic people who seem to have little fear about the problems. I was amazed to see them take hold of our program with such zest and

(over)

determination.

The following day I had an opportunity to meet with our Ladies Auxiliary and some of the local men. I find that Atlanta is doing very well but not making an effort to get the new men organized. They have hired over 175 new fellows over the period of a year. We don't have 25 of them. I should like to point out to you that the CIO is operating in that section and attempting to make in-roads everywhere. I find that there is a circular out among the Southern train porters by Townsend and that there is a great deal of confusion because some of the men prefer being a member of the Brotherhood and they don't have sufficient information to take intelligent action. I am, therefore, sending out a form letter to all Southern train porters and making contacts with those individuals who have expressed desires to assist us in this matter from time to time. Our problem grows out of the fact that we have had a Company Union under the supervision of Hill of Richmond who helps make for the confusion. I think we ought to enter the fight for representation.

I also had an opportunity to talk with a few porters on the Nashville, Chattanooga, and St. Louis Railroads, a subsidiary to the L. & N. We must make an effort to get these individuals a part of our negotiations with the L. & N. I have sent authorization cards and have had pledge of their support. Some of them were in my meeting in Nashville.

While in Nashville I did not make an effort to assemble the Pullman porters and our Auxiliary as such, although I got your telegram informing me to cover the L. & N. districts. I was not in a position to decide whether or not I should talk to our porters without first notifying Brother Smith since this is in his zone. However, I was taken to task by the men because they felt that they would have been requested to hold a meeting. I did write and ask that they help assemble a public meeting and that the members of both groups meet me there. This was done. A finer group of community spirited people I have not yet met. They came because of their deep interest in our program. Some seven organizations were represented and they are now requesting that you come to Nashville Easter Sunday to speak to them. That is April 25th. I cannot urge you sufficiently to make this meeting. I think it would be one of the finest demonstrations in the South because there are a lot of able-bodied individuals interested in your coming.

I got the March Movement set up with Mrs. Philips, our Ladies Auxiliary President, acting as temporary president. I have every reason to believe that two or three thousand people could be assembled for such a program if you could give them a date any time. Our members are elated over the idea and I promised them I would do everything I could to have you there.

We have some very intelligent train porters in that section and all of them are sold on our Movement. I outlined our whole program and gave them some idea of what we have in mind for them on the basis of our proposed contract. I also find that there are numbers of new porters in the district, and they are having some difficulties. Not serious, but the complaint is that Brother Smith does not come down when needed. That they have not had their election and that they are being extra taxed with grievances. I spent quite some time with the officers just giving them highlights of various experiences of the organization and interpreting the various rules of the contract.

McLaurin

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
1308 BROADWAY
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS
AN INTERNATIONAL UNION
AFFILIATED WITH THE A. F. OF L.
217 WEST 125TH STREET
(ROOM 301)
MO 2-5080-1
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ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER

E. J. BRADLEY
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C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

February 13, 1943

Mr. A. Philip Randolph, International President,
Brotherhood of Sleeping Car Porters,
4231 South Michigan Avenue,
Chicago, Illinois.

Dear Phil:

It is my hope you are going to be able to return to the conference scheduled for Thursday of next week in order to re-emphasize our demands for an independent FEPC. Yesterday we held a memorial in Washington but I didn't feel well enough to go so Miss Raushenbush went down to complete plans. I find myself suffering with a very bad cold and have been ordered to bed for a day or two by the Doctor.

I have just received the pictures from Scurlock and are just getting them out in time for Monday's release. All other matters seems to be working together very well. There was the radio program last night on the problems of FEPC over WEVD and of course the Action Conference of MOW seems to be working out very well.

I leave here Sunday for a conference with the B. & O. train porters and on to Mobile on Monday because CIO through Townsend has re-entered the picture of representation for L. & N. train porters. I plan to meet with the various groups before I return to New York. This means that I shall be in Mobile, Alabama for a day, in Montgomery for about two days, Atlanta two days, Louisville, Kentucky for a day. I think at this point I shall have an opportunity to talk with the majority of the men so that when the National Mediation Board calls for an election we will be ready for them. Of course, if any of the contract matters come up I shall have to forego these assignments, but I can easily be reached by phone or telegram.

It is my hope you are enjoying the trip West and that the conference next week will not upset too many of your plans.

I wish you would let me know how we may be able to secure your loan to MOW immediately. I talked with the madam but she was unable to understand how you could have told Brother Turner to call on her for money, since she is stranded at this time.

(over)

The whole matter of fund raising seems to have struck a rock because to date there is so little money on hand. However, I think the project worth our support and we might make some sacrifices in helping to see it through.

Yours for the cause, I am,

Fraternally,

mac

B. F. McLaurin,
International Field Organizer.

BFM:gs

P.S. Am on my way to Action Conference. Will give you a report on new developments on F.E.P.C. enroute to Mobile. Got your telegram, board meeting Monday night and future plans to be ironed out there. Need new person to

I did not stop in Cincinnati over night after finding that it would be impossible to get a meeting going without first notifying the men on the L. & N., C. & O., and the B. & O. of my plans. I have now the information needed and when I make the trip to West Virginia I shall come by way of Cincinnati to complete this work. I am certain that we can win the election on the C. & O. and on the L. & N.

I regret to learn that you are going to be away for another week or so because there are so many major decisions that need your attention. What is to happen on the firemen's matter relative to our down town office? Have you been able to give any real direction to the March Movement here? Washington and the housing situation needs your attention. What came out of the conference with Biddle and McNutt? Will we hold the firemen's hearings soon? Will you be kind enough to send back copy of your speech sent for corrections at Save FEPC Conference so that I might get out the proceedings.

I just got a call from Rosenberg informing me that we will have to place our order in immediately if we are to get the caps for our May Conference since the paper company is facing rationing and that there is little stock made up for the kind of things we want. What shall I do about this matter?

It is my hope you are meeting with success and that I shall be in a position to keep more closely in touch with you of all matters that needs your attention.

Kindly remember me to the men and women of the various divisions. Keep up the good work. I am,

Fraternally yours,

B. F. McLaurin

B. F. McLaurin,
International Field Organizer.

BFM:gs

CHECK CLASS OF SERVICE DESIRED OTHERWISE MESSAGE WILL BE SENT AT FULL RATE			
DOMESTIC		FOREIGN	
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NIGHT LETTER		URGENT	
SERIAL		DEFERRED	
RESERVATION		NIGHT LETTER	
TOUR-RATE		SHIP RADIO	

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Send the following message, subject to the Company's rules, regulations and rates set forth in its tariffs and on file with regulatory authorities. Form 1

To Mr. B. F. McLaurin March 3, 1943 19

Street Address 217 West 125th Street

City New York City

Advise meeting for Boston afternoon March 28 under MOW auspices. Will cooperate with Institutes.

A. Philip Randolph

Sender's Full Name (if not shown) and Address for Reference

Sender's Telephone Number

McLaurin

3-3-43

WESTERN UNION

Mr. A. Philip Randolph

MUST HAVE DECISION TODAY ON PROPOSED MASS MEETING FOR BOSTON EVENING OF MARCH 26 OR AFTERNOON OF 28. MUSTE WANTS MOW TO TAKE CHARGE OF MASS DEMONSTRATION IN CONNECTION WITH INSTITUTE. STEELE ADVISES SAME. WE HAVE A CHOICE OF A JOINT MEETING OR A MEETING UNDER MOW AUSPICES. WIRE IMMEDIATELY.

/s/ B. F. McLAURIN

WESTERN UNION

(16)

Duplicate of Telephoned Telegram

NC190 49=NEWYORK NY 3 1207P

[illegible] 29

A PHILIP RANDOLPH, CARE THE BROTHERHOOD OF SLEEPING CAR
PORTERS=4231 SOUTH MICHIGAN AVE CHGO=

MUST HAVE DECISION TODAY ON PROPOSED MASS MEETING FOR BOSTON EVENING OF MARCH 26TH OR AFTERNOON OF 28TH. MUSTE WANTS NOW TO TAKE CHARGE OF MASS DEMONSTRATION IN CONNECTION WITH INSTITUTE STEELE ADVISES SAME WE HAVE CHOICE OF A JOINT MEETING OR A MEETING UNDER NOW AUSPICES WIRE IMMEDIATELY=

MCLAURIN.

AFL 1344

H 11 40a

mailed

26 28 MUSTE NOW [illegible].

STANDARD TIME INDICATED
RECEIVED AT
[illegible] 7th AVENUE
NEW YORK, N. Y.
UN. 4 - 7978

TELEPHONE YOUR TELEGRAMS
TO POSTAL TELEGRAPH

Postal Telegraph

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16

N.WC115 WT78W 9 (FOUR) WT WASHINGTON DC MAR 17-43-1120AM=

MR A PHILP RANDOLPH=
217 W 125 TH ST=(NEW YORK N Y)=

MacLaurin

MAR 17 1943 11 47 AM

PREPARE FOR ELECTION ON M.P. WITHIN 10 DAYS.=

B. F. MCLAURIN.

(30).

McLaurin

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

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2611-13 MICHIGAN AVENUE
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C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

April 9, 1943

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
c/o Cleveland YMCA,
76 Cedar Street,
Cleveland, Ohio.

My dear Brother Randolph:

I had a talk with Walter White yesterday who informed me that from all appearances we should receive some announcement from FEPC this week. He has talked with numbers of individuals some of whom wanted him to make suggestions for chairman of the Committee. This he refused to do because he felt that the reorganization of the Committee was the responsibility of the Administration and that if we appointed somebody or recommended somebody for appointment and they failed to do a good job then the President could say "Well, you requested that this individual be placed on the Committee".

Morris Milgram had an idea that we ought to make the recommendation so that the President would not go on stalling. However, it was difficult to agree on any individual and further I said to him that it was too big a responsibility for us to assume. He leaves New York today and hope to have a conference with Chatman to see if there are any new discoveries to be made in his declining to accept the chairmanship of FEPC.

As usual we have had numbers of rumors. Walter said that he felt that the Administration was willing to meet the requirements of Chatman but that Ickes refused to release him since he was extremely valuable to the Interior Department.

I received the following letter on April 7th:

THE WHITE HOUSE
WASHINGTON, D. C.

April 6, 1943

Dear Mr. McLaurin;

I am in receipt of your letter urging the prompt announcement

(over)

of the date on which the hearings before the Fair Employment Practice Committee will be held in the railroad labor discrimination cases.

I want you to know that I have a very real concern in this matter and that the delay in rescheduling the hearings has been unavoidable. I have urged Mr. McNutt to make appropriate recommendations to me concerning a number of matters in connection with the work of the Committee. He has advised me that he is prepared to make such recommendations immediately, and it is my sincere hope that the status and functions of the Committee can be clarified at a very early date and that the proceedings in the railroad cases may be resumed immediately.

Sincerely yours,

/s/ Franklin D. Roosevelt

From all descriptions of individuals in the know they feel that this week-end will reveal certain actions.

I talked with Rorty who informed me that the reactions from our last Monday night conference was not encouraging at all. That there are certain factions who do not want to follow Miss Reynolds or Mr. Smith. However, we shall discover whatever the situation is after the Planning Committee meets. He suggests that in order to salvage the best people in support of any program in the interest of Winning Democracy For the Negro, that we should push our Save FEPC Committee. I am inclined to agree since such a Committee could be used for a number of important plans and program we enunciate.

For the Conference April 13th I have invited Rayford Logan, Lawrence D. Reddick, Harry Howard, Kingsley Ozuomba Mbabiwe, Anup Singh, Wendell Malliet, Nwafor Orizu, Henri Rosmond, Margaret Meade, Romulo Lockantanere, L. Gardner, Dr. Charles Petioni, Otto Kleinberg, Prof. E. Franklin Frasier, Prof. Ralph Linton, Melvin Herkovitz, Attey. Joseph C. Morris. The time is 4 o'clock. I trust you will be here at that time. I am sorry you did not include the peron from Columbia University but I suppose we can add to it from time to time.

Your suggestion for a Regional Conference for the various zones seems very timely and certainly meets with my approval. I would suggest that in such a conference that the Grievance Committee or at least their Chairman be called in for instructions in the handling of grievances and in the interpretation of the agreement. I can think of nothing so important to solidify as well as unify the organization more closely than this institution. I trust you can arrange them as soon after our July Conference as possible.

Glad to know that you had an excellent meeting in Toledo and trusting your other meetings will meet with some success. All is well on the home front.

Fraternally yours,

McLaurin

B. F. McLaurin,
Int'l. Field Organizer.

BFM:gs

April 28, 1943

Mr. B. F. McLaurin
c/o Johnson
605 Red Cross Street
Wilmington, N. C.

Dear Mac:

We had a good series of meetings in Washington and all the Brothers and Sisters send their regards to you. They hope that you will be able to attend their dance May 4th.

I am leaving for Nashville tomorrow and may be reached in c/o of Mrs. George Phillips, [illegible] [illegible] St., Nashville, Tenn. Give Pat that address also. Hope that you and Pat will be able to get some good working rules for the men.

Fraternally yours,

A. Philip Randolph
International President

APR:ah

McLaurin

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

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OAKLAND, CALIFORNIA

Wilmington N.C.
April 27, 1943

Dear Comrade:

We have agreed upon rules and hope to decide the question of rates and all rules relating to rates after the Commission meeting in Chicago make their report as to wheather we shall be given an increase or not. We just couldnt agree on miles or hours and so we decided that some time may be taken to iron out this whole matter of wages and the men would be without rules of protection on the job. You will be sent a copy of agreement tomorrow. It isnt the best contract in the World but its good as for as it go.

We are Signing a seperate agreement that state- upon 30 day Notice we shall meet to dispose of the Money rules if the Commission grants an increase or not. We are also going to get a Mediation agreement on the question of Mail porter Certification. Thus, some progress has been made.

Now it appears. The Management wants to know who is going to be our General Chairman. I don't know how to arrive at it unless the responsibility be given to one of us. We have the local men acting as local Chairman but here they expect somebody to take care of system work. I wish you'd give this matter some thought so we can let the Management know. I suppose I am acting in the capacity but one never knows, the situation is up to you.

I would advise a trip over the system immediately. Say as soon as the Boston trip has been completed. This is to allay the confusion that is coming as a result

McLaurin

[illegible] an unfinished Contract. You heard What happened after Lyons and Watson went back to Jacksonville from Norfolk when we were attempting to interprete our Proposals to The Sea Board Management?

Then too, I have several matters to attend to in Richmond involving all the train porters in the Division. We have money for 32 Seaboard men and 11 Part paid men. On the A.C.L. Mail Porter roster some 37 We can get almost every man. If there's not time Them if we strike Now. I'd have to make any extra stops to make Richmond, Florence Savannah and Jacksonville. At least a week is needed. Let me hear from you on this proposal.

I hope Bowe had success in the L. & N. matter. As I understand there's A Grievance Coming up in Montgomery soon May be this trip could be made then.

We took up the question of passes and it appears we may get one for the General Chairman but others can only get trip passes. This seems to be for the duration.

May I hope you are feeling well. Write me about the Washington Conference and mass meeting in Washington for Saturday. We shall get in N.Y. on Friday. at the latest. Kindly say hello to see and keep your good work up. I am

Fraternally yours

McLaurin -

McLaurin

A. PHILIP RANDOLPH
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4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

May 11, 1943

Mr. A. Philip Randolph, International President,
Brotherhood of Sleeping Car Porters,
4231 South Michigan Avenue,
Chicago, Illinois.

Dear Comrade:

I have your letter of yesterday inquiring about reservation to Buffalo. I shall secure them today.

Now relative to the election, as I informed you sometime ago, we had the election sewed up. I re-emphasize that today and further state that whenever I shall be privileged to encounter a battle with "Lord" Townsend I shall beat him to the draw every time. I am aware of the critical public who would like to see C.I.O. beat the A.F. of L. in any engagement.

By the way, let me let you in on this confidential matter that I don't think should be used at this time but certainly will have a place in our struggles as the days come. In Wilmington, N. C., the shipyard was thrown open for an open election some weeks ago. The A.F. of L. sent about 10 organizers in the district, including a few Negro organizers, two of whom I know rather well. Mr. Dresser, formally with the I.L.G.W.U. was given charge of the drive of the A.F. of L. but when he insisted on one organization for Negroes and whites, he was flatly met with the usual old A.F. of L. Jim Crow policy. Only, the crackers this time were more docile in that they wanted the Negroes to be used as a rouse and not be permitted to join the local at all, just to help them win the election. Mr. Dresser was so disappointed he immediately resigned and came back to New York yesterday. He called me and gave me this information, asking that it be held in strict confidence until after the election is over.

He stated that as he left Wilmington he was more convinced that your position in the A.F. of L.'s Convention were most sane and solid than any position taken by other delegates and that we have completely won him over and want to be used in the struggles to adjust the wrongs done to the Negro workers. I have his name and address and his goodwill. I think he will be a good stimulant in our coming conference on the Negro and labor.

As I stated in the opening paragraph, we will be able to defeat Townsend. May I also say that I am more convinced that when we have programs as complicated as this one we cannot afford to send individuals who know nothing at all about these

(over)

elections. The only way we could have lost the election was to have permitted all the employees to vote, many of whom are new and never heard of the Brotherhood and because C.I.O. is getting newspaper publicity they may have been induced to believe that their best interest could be served in that line. While I do not have the details, I can only say we have won another election.

I also trust that you will raise the question when meeting the Pullman Company of the Boston Attendants. As you know, sometime ago I had a talk with Mr. Murray on this matter and he admitted that the situation was not as it should be. The truth of the matter is that they have about 18 or 19 Attendants with about 7 or 8 men working. There are many young men running out of Washington in regular line service while old men in Boston have had to resort to Sleeping Car service or the extra List. The Boston Management takes the position that in time sufficient men will die to adjust this matter but this is not the manner in which to handle the problem involved, so please do what you can to secure extra work for the Attendants of the Boston district.

Looking forward to seeing you on Friday, I am,

Fraternally yours,

B. F. McLaurin

B. F. McLaurin,
Int'l. Field Organizer.

BFM:gs

P.S. Enclose please find Copy of Mediation Report.

WESTERN UNION

1201

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

[illegible] KC 40/39 NL

NEWYORK NY MAY 11 1943

A PHILIP RANDOLPH

INTL PRESIDENT BROTHERHOOD OF SLEEPING CAR PORTERS

4231 SOUTH MICHIGAN AVE - CHICAGO ILL

MEDIATOR MURRAY WILL BE AT MORRISON HOTEL CHICAGO THURSDAY MAY THIRTEENTH TO MEDIATE CASE A-1426 OUR ORGANIZATION AND CHICAGO MILWAUKEE SAINTPAUL AND PACIFIC RAILROAD ROBERT F COLE SECRETARY NATIONAL MEDIATION BOARD WANTS INFORMATION AS TO WHO WILL REPRESENT US.

B F MCLAURIN

120AM

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

McLaurin

A. PHILIP RANDOLPH
CHAIRMAN

M. P. WEBSTER
VICE-CHAIRMAN

BROTHERHOOD OF SLEEPING CAR PORTERS

PROVISIONAL COMMITTEE FIREMEN

ASHLEY L. TOTTEN
SECRETARY-TREASURER

B. F. McLAURIN
FIELD ORGANIZER

PROVISIONAL COMMITTEE
TO ORGANIZE
COLORED LOCOMOTIVE FIREMEN
SUITE 301 - 217 WEST 125TH STREET
NEW YORK, N. Y.
PHONE MONUMENT 2-5080

May 31, 1943

Dear Comrade,

My program is working out very well I've never had such attendance at meetings before since I've been coming South. The men are looking me up on the A.C.L. I really think we will get all the men paid up there in a short time.

I've had to send the Maids and attendance back to their jobs. They have stayed in my car so long. These are those from Miami that we have had no contact with. I do plans to go there from Tampa about the 22nd!

I trust ~~[illegible]~~ you have sent out the letters requesting the President to come to the Conference June 15 and 16. Nobody in this section has seen one yet. I also wish you'd let me have some idea about the ads and the copy you have agreed upon. Some of the men will be glad to contribute. I wish you'd see that a request is sent to Alex Green in 217 Ravenal St, Florence S.C. and to B.T. Snowden here in Savannah.

We have had some pictures made I don't know how they will look as I have not seen them. The group in Richmond came out very well and I saw about 15 new porters. The car cleaners have responded also sent cards from Richmond and Birmingham. Got the group started here yesterday.

When do you go to Canada? How long will you be in Detroit? Did you arrange for Pauline's trip to Chicago? I have been approached by the Oil ~~car~~ and boiler makers men. They want to come out of the Auxiliary and come in with us. They say they have enough money to go to the other districts and get them together. Townsend is trying to get to the cleaners. He is due here next week so I heard. Hope you're feeling well. Say hello to Bennie and remember me to E.P. while there. Hope to hear from you I am

Fraternally yours
M C Lawrence

McLaurin

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
1308 BROADWAY
DETROIT, MICHIGAN

BROTHERHOOD [redacted] of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS
AN INTERNATIONAL UNION
AFFILIATED WITH THE A. F. OF L.
217 WEST 125TH STREET
(ROOM 301)
MO 2-5080-1
NIGHTS, SUNDAYS AND HOLIDAYS
UNIVERSITY 4-8262

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

June 5, 1943

Dear Comrade:

I am now enroute to Atlanta after spending two days in Macon. I regret to say I saw few men there and some of those had lost faith and had to be sold again the efforts of the Committee.

As I go from place to place I find the men more and more apart - Most of them lost heart when the hearings were called off. I have not had a chance to write them since the reconstitution of the Committee so the news is new to many of them. Last Night I spoke to a Mass Meetings sponsored by the N.A.A.C.P. I found the people most responsive to our program. I wish you'd see that our men get a chance to be sponsors for the ads. Many of them want to contribute. I did get one sponsor from Savannah, but most of them are awaiting a letter from you and I said the copy would be sent. Want you see that Zettie Clay of Macon get one immediately. Snowden, and A. Green of Savannah and Florence are also waiting a list.

The letters are out for the Zone Conference and the request for ads in the Journal. I do hope you made some arrangements to get funds. Tell me what was the out come of the Lo-ville Conference? Did Pauline go to Chicago already? Hope you're very well and can plan to come to the section for a few Mass meetings soon. The Macon people want you to come there. They plan to send a delegate and will get a local March Unit set up.

Keep up the good work and write when you can. Fraternally yours

B. F. McLaurin. I.F.O.

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4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

McLaurin

June 26, 1943

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
4231 South Michigan Avenue
Chicago, Illinois.

Dear Phil;

I have just returned from my southern trip and am anxious to have conference with you on conditions among the Florida East Coast firemen. I have every reason to believe that if we go after them immediately we can complete the job of organizing them.

I held one meeting in Miami where a number of them attended and at both meetings of the cleaners they came on their own accord. I received several messages from firemen in various sections and one man came from Jacksonville to find out what I had to say. However, nobody is anxious to take a position until we have had an opportunity to talk with the man who has charge of the present program whose name is Prince. I found, when I got to New Smyrna, he was in Washington and I am expecting to receive a letter from him in the near future.

The cleaners are doing extremely well and I have every reason to believe that if other groups are doing as well, we shall be ready for the conference soon.

Don't forget to secure rooms at the Vincent's Hotel as per instructions.

Looking forward to seeing you Monday, I am,

Fraternally yours,

B. F. McLaurin
B. F. McLaurin,
International Field Organizer.

BFM:gs

McLaurin

A. PHILIP RANDOLPH
CHAIRMAN

M. P. WEBSTER
VICE-CHAIRMAN

BROTHERHOOD OF SLEEPING CAR PORTERS

PROVISIONAL COMMITTEE
TO ORGANIZE
COLORED LOCOMOTIVE FIREMEN
SUITE 301 - 217 WEST 125TH STREET
NEW YORK, N. Y.
PHONE MONUMENT 2-5080

ASHLEY L. TOTTEN
SECRETARY-TREASURER

B. F. McLAURIN
FIELD ORGANIZER

Huntington W. Va.
July 22, 1943

Dear Comrade:

Just to say all is well and that I was unable to get the ticket before leaving but they promised to to have it by Thursday and Bowe is to pick it up and send it.

I have had several meetings with our C.&O. train Porters. We are ready for our Conference and the men are in good spirits. The one thing that's worrying all of them is the fact that they are being drafted so swiftly that none of them will be left.

I am suggesting that you try to get the Company to defer at least

The president and secretary-Treasurer of the organization. These two men are on the agreement Committee and are very much needed.

The president has been ordered to appear for induction on the 30th and the Secretary-Treasurer was put in 1A this week. The Company want to do some thing but don't know what that is the local officers but they are not up on these selective service laws, so if you could get a letter to the President of the C.&O. on this matter I think it would do the trick. The Presidents name is C. O. Cobb 8½ Washington ~~Pl~~ Square. The Sec-Treasurer name is A. L. Payne, 537 Gresham Pl, N.W. Washington, D.C.

Trusting you're o.k. and looking forward to seeing you Monday I am

Fraternally yours
McLaurin

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INTERNATIONAL PRESIDENT

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER

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OAKLAND, CALIFORNIA

McLaurin

August 9, 1943

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
4231 South Michigan Avenue,
Chicago, Illinois.

Dear Brother Randolph:

Enclosed please find a draft of letter to the firemen.

Please correct and return immediately.

Thank you.

Fraternally yours,

B. F. McLaurin

B. F. McLaurin,
International Field Organizer.

BFM:gs
Enc.

A. PHILIP RANDOLPH
CHAIRMAN

M. P. WEBSTER
VICE-CHAIRMAN

BROTHERHOOD OF SLEEPING CAR PORTERS

ASHLEY L. TOTTEN
SECRETARY-TREASURER

B. F. McLAURIN
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PROVISIONAL COMMITTEE
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SUITE 301 - 217 WEST 125TH STREET
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PHONE MONUMENT 2-5080
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August 9, 1943

TO ALL FIREMEN

The coming hearings scheduled for September 15, 16, and 17 by the Fair Employment Practice Committee to probe into the conditions of railroad discriminations affecting your job is without a doubt the most important incident in an attempted adjustment of your problem for the last half century.

The Brotherhood of Sleeping Car Porters Provisional Committee has been in the forefront of your struggles, and for the rescheduling of the hearings and the reorganization of the Committee. We realize the seriousness of the problem. This fight will determine YOUR FUTURE AS A FIREMAN IN THE RAILROAD INDUSTRY, THEREFORE, NOTHING THAT WE CAN DO MUST BE LEFT UNDONE. YOU CAN HELP OUT; YOU MUST HELP.

Today thousands of Americans are acquainted with your grievances but that isn't enough. Millions of Americans must be made aware of the problems. We must not let the white Brotherhood get away with their high handed methods of running you off your job. We must put your fight in the main stream of public opinion, and keep it there.

We are calling upon you to help present the fact growing out of the hearing to the public. We propose to pay more than six thousand dollars ($6,000) in advertisement in the biggest metropolitan daily's in the country. This will require money. The cost for full page ads in the daily's are as follows:

New York Times	$2,500.00
Richmond Dispatch	864.00
Louisville Courier	882.40
Atlanta Constitution	602.00
Birmingham Age Herald	862.40
Jacksonville Times Union	476.80
Tampa Tribune	423.36
Total	$6,610.96

Of course we have some money but we can't afford to go broke since

(over)

we can never tell what emergency may come.

In view of these facts YOU ARE URGED AND REQUESTED TO SEND TO THE NATIONAL OFFICE FIVE DOLLARS ($5.00) OR MORE TO HELP PAY THE PUBLICITY CAMPAIGN BILL.

YOUR FUTURE DEPENDS ON YOUR ACTION. This is your last chance to secure your job. WE MUST NOT FAIL. WE ARE DEPENDING UPON YOU. DON'T DELAY.

Fraternally yours,

McLaurin

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C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

Richmond, Va.
Oct 1, 1943

Dear Comrade:

Enclosed please find a tenative itinerary for my southern trip. I dont know if you want me to stop in Charlotte N.C. and do what is needed with the Porters in this agency or not if so another day or two will be added.

The stop in New Smyrna Florida will be in the interest of the F.E.C. Firemen. Perhaps you and Web will need to follow this up but I should like to see what the men actually want to do.

I am not sure I can start on the date planned but can in and around that time.

I am not sure I'll get back in

time to Conference with you or not. I had hoped to do so but we go back in Conference with the C.&O. officials tomorrow morning and since we have the most difficult rules to settle on one can't do very much speculating. If we conclude the rules I'll let the Committee wait for the finish product and join you Saturday or Sunday morning before you depart for Boston.

There are a few matters I'd like to discuss with you about M.O.W.'s program. I met with the local group last night and they have plans for a big membership drive. They want Dr. Erven to come on the 15th. I wish you'd call him and get his commitment so the publicity can be carried on since there is so little time left since the meeting is scheduled for October 15

I am of the opinion you can permit sufficient time to do some M.O.W. Campaigning on this trip I can get a few hundred members to help meet the General expense of the Program. I also think we should make an effort to get a unit - I mean active in every State in the Southern Section. We should strive for State representation in our many efforts and I am sure just like I got Richmond.

I hope the F.E.C.P. Program moves forward and the money letters are going out. Saw Stevens in Washington and he didnt think he would finish the findings until today Friday. I hope WLB will be able to give some high lights on what will be so we can start the writing of the adds.

Kindly remember me to all. Will keep you posted on agreement Conference.

Fraternally yours

McLaurin.

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INTERNATIONAL PRESIDENT

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C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

October 11th, 1943

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
Hotel Statler
Boston, Mass.

Dear Phil:

I leave today for a conference in Louisville and my Southern tour thereafter. I have no idea when we will be leaving Louisville, but I will let you know and keep you informed of activities as I drift through the South.

Last week I called together Miss Rushinbach, Stevens and Scott to work out plans for our full page advertisement on the basis of information secured from the procedure of the Hearing. From all indications, we will be ready to build our story around the findings a day or two after the FEPC decrees what the Directress will be. I should like, when you are here this week-end, have you confer with Miss Rushinbach and Steve on basic philosophies. I have an idea that the ad ought to sound a tone of reactionary rather than a declaration of sense on the part of the Brotherhood. At any rate, I can agree that the objective is to put pressure on Southern Carriers and the Union. The funds for the ad has slowed up. We have collected a little over One Thousand ($1,000.) Dollars, but I am sure that within the next few days additional checks will be flowing in and we will have sufficient money to do the job.

I am having Miss Stark send out releases on the Levy Lend matter this week as I noticed it appeared in PM over the week-end. Returns for the conference are coming in and everything seems to be progressing smoothly. Dr. Irving and Dodson have decided to go to Richmond for MOW this Friday. I think a good campaign will come forth.

I am more and more discouraged about the things I hear relating to our good friend Pauline. I trust that we shall have an opportunity to talk at length about the problems involving her relationship to MOW. Only a miracle will make possible the success of the campaign in Washington. Sooner or later we are going to have to face these various situations that she creates because of her lack of tact and the ability to cooperate with others.

I have been able to settle the matter of jurisdiction and authority relative to MOW and the Lend Committee. I think Hale will do a good job. He works long, hard and earnest and such an effort as is extended ought to be rewarded with success.

Please write an editorial for the coming issue of The Black Worker this week since we are planning to get the special edition out by next week in order that it might hit the field during my campaign. Give us a half-page story. Since the edition will be FEPC and the Hearing, I think you should emphasize the fight of the Firemen and the fight we are having in the A.F. of L. against Jim-Crow.

Ask Webb if he will send a short statement to the Firemen for this edition. I have just laid out copy for Miss Johnson and feel that if all plans work out, we will have an excellent edition without very much expense.

I shall be happy to hear from you from time to time as it will be a little time before we are able to collaborate with one another personally. Please don't forget to leave your pledge on this return trip.

Keep up the excellent work in the convention and remember me to all our fine friends.

Fraternally,

B. F. McLaurin (bo)

B. F. McLaurin
International Field Organizer

BFMcL/bo

Dictated - but not read by BFMcL

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

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4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

McLaurin

November 18, 43

Dear brother Randolph;—

I am about to complete my work here in Jacksonville. Was due in Tampa today but it is now 1210 and the 8:30 train isn't here. I have missed two trains on this trip and have been forced to return to one stop in order to keep the schedule.

I don't know when I've seen so many of our men here as I have seen for the past two days. All groups are doing O.K. except the firemen and I am returning here for one day to hold a special meeting of the fire man and go into their special problems.

From here I go on to the West Coast and return on the East. I am to see the F.E.C. men on Tuesday of next week. I'll let you know what the situation is among them.

The Car Cleaners here are doing very very well and the Porters and Auxiliary are doing most excellent. I saw in the Auxiliary Meeting almost a hundred women on Tuesday of this week. The train porters are meeting and the payment of dues has improved considerable. The great problem is the firemen and the centers around mishandling of funds I'll give you a complete report on this next week.

Now you have no doubt seen where the Steering Committee for M.O.W. has requested Mrs Myers resignation to take effect the 1st of January or the 31 of the year. Pauline has been a great failure to even win the support of the people she must rely upon to carry out the program, even brother Harper here has been complaining and

3

from what I can hear about the drive in Washington it was a flop also, and Dodson will not co-operate with her. I trust you will see the issues involve so we can get moving.

I have secure for the local here in Jacksonville fifty two memberships. We had a good meeting last night and Perkins the lawyer Joe James, Mr. Simms, and Mr. & Mrs Reed Mace joined the movement with others.

I was sorry to hear about the Memphis matter — I do trust we will meet the situation with a rep jam up meeting. I hope you will send some body there to make it hum with success. I saw where Bradley was there so I take it to be his zone and McNeal could do a good build up there.

I will do what I can to get the program active in Tampa I understand the crew are very in active in most places. on no. of I have so many Programs in some of these towns that I'm worked to death and don't have time for any things. A meeting with Porters there train porters and firemen, later the auxiliary, to say nothing of the car cleaners and M.O.W. We will need their day here, if we are not going to be like a machine.

I will let you know about the firemen on the F.E.C. May I say bids went up for diesel engineer yesterday on the Seaboard and they advertised for firemen instead of qualified firemen. Our men are bidding and I truly think they will get them. We have the ladies getting together here, the firemen's wives.

Now the Seaboard has changed jobs affecting the train porters, made conditions worse for all the men out of Jacksonville. They have cut off all the maids. These are violations since we are waiting developments of the conference to complete our contract. I trust you will write them about it.—

Now the F.E.C. attendants want C.I.O. and want the $5.08 they paid us back. Will give you more facts on this case.

May I hope all is well and you are meeting with the usual successes. Take care of yourself and keep your chin up

Fraternally Yours
McLaurin

Mc. Laurin

November 19, 1943

Mr. B. F. McLaurin
International Field Organizer
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York 27, New York

Dear Brother McLaurin:

Kindly get facts concerning the form and amount of pay for handling of pillows and also the extent of responsibility and clerical work involved on the following railroads:

Seaboard Coast Line, Baltimore and Ohio,
Louisville and Nashville, Central of
Georgia, and Florida East Coast.

Also get facts about length of customs of handling pillows on the above mentioned roads and if same has been discontinued on any.

Kindly send this information as quickly as possible to T. D. McNeal, 11 North Jefferson Avenue, St. Louis, Missouri.

Fraternally yours,

A. Philip Randolph
International President

APR:le

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
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4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

Mc Laurin

Miami Florida.
11/22/43

Dear Comrode:-

Permit me to inform you that we are having some difficulty with the Miami cleaners and I am arranging for the election of officers on the 2nd of December and of course under the circumstances I don't think they can go thru with the plans.

I am therefore, requesting that you authorize brother Gregory of Tampa to take a trip off and handle the election. The Company has put the fear of God in them by making them sign affidants that when

The War ends They will Not Contend for Their seniority. [redacted] This I am Told is being done several places but No place is it having The effect as There.

I have a request from The F. E. C. Attendance to refund Their money. I told you about it some time ago. I found out The trouble. The C. I. O. has station a man there and They are trying to get in and every body to join. They have even spoken to our Cleaners. I hope you'll have all The groups immediately to get a local set up.

May I hope you're O.K. and enjoying The struggle. Keep up The good work and know most things moves forward in this section. Will tell you about The Firemen on The F. E. C. when I write again.

Regards to all. I am

Fraternally yours

B. F. McLaurin.

Still Field Organizer

September 18, 1943

Mr. Fred R. Fitzsimons
Chief Clerk
Local Board No. 84
Selective Service System
2418 Seventh Avenue
New York, N.Y.

Dear Mr. Fitzsimons:

This is to certify that Mr. A. F. McLaurin is International Field Organizer of the Brotherhood of Sleeping Car Porters and is engaged in the work of negotiating agreements concerning rules of pay and rules governing working conditions with the railway carriers and the adjustment of claims and grievances of employees of these carriers that are members of the Brotherhood of Sleeping Car Porters.

This work has done much to further the war effort in the transportation of soldiers in as much as it involves the maintenance of stabilization management cooperation and is indispensable to the effective operation of the railroads.

Very truly yours,

A. Philip Randolph
International President

APR:bm

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

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4231 SOUTH MICHIGAN AVENUE
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1716 SEVENTH STREET
OAKLAND, CALIFORNIA

Mac Laurin

February 3, 1944

Mr. A. Philip Randolph
International President
4231 S. Michigan Avenue
Chicago, Ill.

Dear Phil:

Permit me to inform you that many new developments have come up that I think you ought to have.

First: The matter of our press conference which did an excellent job of publicizing our program but from many points of views did not do what we really wanted done. I suppose by this time you have had a chance to read it so I am not enclosing it since your office is no doubt censored, but there are all indications of opposition of the Communists and the Marcantonio Bill. The manner in which it was played did not involve us whatever. We had hoped that the reporters would have checked up that story on their own. Fortunately, Mr. Johns was indirectly responsible for what happened and we have had no problems from the point of view of red bating.

Secondly: I would like to bring to your attention a matter involving Will Allen. A day or so ago at the Coordinating Conference meeting Malcolm Ross spoke and did a very good job of bringing us up to date on the present problems. After the meeting, however, he had a talk with Becker and informed him that the most serious blunder we have made thus far was to get Will Allen involved in our present struggle. He maintains that Allen has published reactionary articles on labor and that he has no influence and will do our program a great deal of harm. He has asked that we contact a Mr. Herbert Little, Deputy of Labor for OWI. He further informs us that his work with the Hearst papers makes his work for us look like a joke in such a reactionary vein.

Today while talking with Dr. Chalmers about our program, he informed me that Roger Baldwin had written him confidentially about the information he gathered on Allen and that he was wondering what was the best method of making it known to you. I told him that since we were associates, it would be simply a matter of giving him the facts and so he gave me pretty much the same story except for a few more discouraging notes relative to his stability. I feel until a very thorough investigation has been made, our relationship with Allen should be on a purely week to week or month to month basis. I am not inclined to take the word of one or two individuals with reference to an individual and his relationship to any one program. After all our experience teaches us that there are many personality clashes and a great deal of politics played where good jobs and worthwhile programs are involved.

I can say that within the past few days Allen has proved his ability to do a job. I believe that if nothing too serious happens, we will be in a position to really follow through with the two of them.

We are getting nothing but praise for the services of Ann Hedgeman. She has been in the office since Tuesday and we have gotten a number of things done.

I am up to my neck as usual. It just seems to be no alternative for me in most of our activities except to assume the blunt of most of the heavy work. We have just about completed the program for the meeting in Washington on Lincoln's birthday but it has been most trying to do the two things with such a limited staff.

Alice has been at our office all week and a great deal of this matter we had planned to put on her.

The matter of policy and program was referred to me all the time. So much so, it was little that I could do of my own work. I will be very happy when the office moves to Washington and these individuals can find themselves and begin to make decisions and show their executive ability, particularly in a crisis.

Yesterday I sent a telegram protesting the action of several congressmen in your name with reference to the denial of the Federal Vote Bill and the set up to be counted for same.

I trust that you will find it possible to reach Dawson in Chicago. He had decided not to come to New York for the meeting on Monday and has necessitated our getting a telephone hook up which will cost us in the neighborhood of $40. This seems important in light of all the propaganda about Scanlon and Dawson not backing their own bill. The truth of the matter is the pressure is on and even our friend Langer has been hesitant about appearing but I think the whole thing is pretty well settled. You need to get hold of Dawson and interpret the forces in this fight so that he will be in a position to stand up and be counted. I assure you that these matters can be handled better when our office starts functioning in Washington next week.

I am calling a meeting of the Sterring Committee in preparation for the opening of our office on Monday, and we shall decide policy and program so that those involved will be able to follow through on the program. I hope we shall be able to give a great deal of thought to the matter of finance in the first few weeks of our campaign there since that is one of the important things in the fight at this time.

Trusting you are having a good stay in Chicago and other sections of the West, and that you will keep me informed of your whereabouts, I am

Fraternally yours,

B. F. McLaurin

B.F.McLaurin
International Field Organizer

BFM:EJR

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
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AN INTERNATIONAL UNION
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217 WEST 125TH STREET
(ROOM 301)
NEW YORK CITY
MO 2-5080-1
NIGHTS, SUNDAYS AND HOLIDAYS
UNIVERSITY 4-5262
[illegible]440

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

McLaurin

February 23, 1944

Mr. A. Philip Randolph, Intern'l. Pres.
Brotherhood of Sleeping Car Porters
2821 Seward Street
Omaha, Nebr.

Dear Phil:

I wired you informing you that the conference on the B & O had to be called off. It so happened that Pat was out of town, the office was closed, telegrams not received until late afternoon almost too late to notify company. However, I took the chance of wiring them and requesting that another conference be arranged as soon as possible. This morning I find that Pat had a case down town and I have not been able to see him as yet. I do not know what the situation is in Norfolk at this time. However, if the meeting can be arranged for Monday in Norfolk, I shall be able to go forward with the negotiations.

Morris Milgram has just returned from his western tour by way of Memphis. While there, he contacted Mr. Bill the executive secretary of the Urban League who was recently beaten up because of his stand against the Crump machine. Subsequent activities, such as assisting the organizing of the Laundry Workers and his open defiance of other local matters pertaining to the labor movement has caused the executive committee of the League to force his resignation. He is, therefore, without employment but is willing to accept an executive position with the WDL and work on the coming meeting.

I have just told Morris that you would be interested in seeing that the League do what it can to assist in this matter, and if they cannot hire him on a permanent basis to do so on a temporary arrangement whereby he might be able to devote full time to the coming meeting sponsored by the AFL. This decision had to be made immediately since he is off the payroll as of this coming Friday and other jobs are being offered him. I, therefore, wish you will concur in this matter and make it possible for the League to have your vote in backing up this decision. As a matter of fact, they asked me to call you by phone. I thought the matter urgent enough to take action. I will discuss it with you in full upon your return.

Plans are moving forward for the campaign in our zone. The train service cards will be ready today and I shall ship them out immediately. The Non-Partisan conference moved forward with a great deal of interest. I no doubt will have a full committee out tonight and shall write you in detail tomorrow. I am sending Buffalo plans for its one-day conference. Shall send you a copy of program.

Mr. J.H.Smith wants to know if the Brotherhood can be added to the list of sponsors for the demonstration against filibuster. I shall be blad to hear from you on this matter as soon as possible.

We have just signed a contract with Joe Glazier for Louis Armstrong's band for our dance on the 21st at the cost of $1250 flat. Joe Glazier Inc. insists on publicising the dance, and we are arranging for additional artists. Perhaps we might be able to present Mrs. Marva Louis as an added attraction.

I should imagine that you have seen the ad that appeared in the Chicago paper attacking the organization. Copies have been mailed to certain individuals in our community. One was posted on the bulletin board of the red caps organization last week which might indicate the Townsend relationship.

Trusting you will have a very excellent trip, and looking forward to your return, I am

Fraternally yours,

B. F. McLaurin

B.F.McLaurin
Int'l. Field Organizer

BFM:EJR

P.S. - When in Chicago, be sure to reach Hank Johnson who is concerned about our National Non-Partisan Political Conference. I do not have his address on hand but Rita Baham will have it.

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
3456-58 SOUTH STATE STREET
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
1308 BROADWAY, ROOM 305
DETROIT, MICHIGAN

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MO 2-5080-1
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UNIVERSITY 4-8262

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INTERNATIONL SECRETARY-TREASURER

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3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

Bro McLaurin

Louisville, Ky.
Apr. 18, 1944

Dear Phil:

I think we will be able to end our negotiations here tomorrow morning Wednesday and go to Montgomery on to Mobile. We have not been able to get very much further on the matter of changing the runs. As a matter of fact I am seriously concerned about our relationship with the management.

The attitude of the Personal department here has certainly been non cooperative. They have done just those things they couldn't get around. We have not been able to get a conference since rather exciting time I didnt win any money however.

Well I hope you have decided to make known your intentions for Congress. Every where people want to know. Hope you and family are well keep up the good work. I am

Fraternally Yours
McLaurin
I.F.O.

comming here. They just dont want to meet us and The Mediator is not assistance. I hope if and I am certain we shall have to take the G.C.L. to The Board, we want have him. He is able and he knows his work but he is a little too Cousious.

The management is a afraid and so is he. They think we may force them to recognize many of the wrongs and do something about them.

I can say the situation as it stand at least give us a chance to go into the local superintendent and mutually agree on changes that will improve the runs.

The truth is as well as the trouble— the Company doesn't want to write a rule forcing them to do it. As I see it our next move must be to shorten the hours of work. We have a good vacation rule Our count rule was good but they are hedging on it so we no doubt will have to accept the

Same rule we have on the C. & O. There are a few minor rules agreed upon and of course those we accepted last time here are still good.

We will arrive in Montgomery Thursday and remain until Friday arriving in Mobile Saturday. I can't make any Plans because I dont know how long I'll be in Mobile. However I expect to go to Pensacola about the 26.

I hope you have been able to send out the call for the Convention. I should like to have such information as you have for the places I go. Let me know about any new developments on our F.E.P.C. Program. Hope the meeting have been good and the Cleaners turned out in real style.

I saw Mrs. McMillian here who sends regards to both Bennie and you. Hope Web. had a grand time while in N.Y.

I went to the races today. Horses were fast and ran beautifully—

Mc Laurin

April 11, 1944

Mr. B. F. McLaurin
International Field Organizer
Brotherhood of Sleeping Car Porters
c/o [illegible]
Box [illegible]
Mobile, Alabama

Dear Mac:

Find enclosed copies of the Call for the National Non-Partisan Political Conference.

No new developments on FEPC, but I understand that the appropriation is going through.

Fraternally yours,

A. Philip Randolph
International President

APR:ED
enc.

af/ec
28076

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
3456-58 SOUTH STATE STREET
CHICAGO, ILLINOIS

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217 WEST 125TH STREET
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NEW YORK 27, N. Y.
MO 2-5080-1
NIGHTS, SUNDAYS AND HOLIDAYS
UNIVERSITY 4-6262
[redacted]440

ASHLEY L. TOTTEN
INTERNATIONL SECRETARY-TREASURER

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

May 9, 1944

Ans. 5-25-44

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
c/o Lacey Lewis
326 Railway Exchange Building
Seattle, Washington

Dear Phil:

Thanks for your letter of May 4th informing me about the Non-Partisan Political Conference. I might say that I had a talk with Miss Lane last night and plans are now being made to get The Call to the press as well as secure sponsors and complete programs. I am a little hazy as to what you really want us to do. First, let me know if we are to push the conference from here or will Chicago assume the responsibility for directing the show. This matter should be cleared up immediately.

I think the suggestions as outlined are extremely good, and will formulate the basis for an excellent program, provided we are able to get good speakers for the panels. I would suggest that all White speakers be presented on Sunday at the Mass meeting and that effort should be made immediately to secure the political candidates to submit their intentions of promoting our program to the delegates assembled. I understand that you have recommended a Mr. Kruger of Chicago to be one of the speakers. Let me know if we are to invite these speakers. Any additional suggestions you have should be sent forthwith, since it appears that I shall have to go to Macon, Georgia the first of next week on Zettler Clay's case.

I have received Herbert R. Northrup's book, "Organized Labor and the Negro". As I recall, we were to sell these books to our membership. I wish you would let me know the cost, since it is not in the book and permit me to move forward with the sale of same.

Your letter inquiring that attention be given to a criticism relative to train service by some of our men, given consideration, and a conference is being asked for this week. I am afraid that there are no facts to substantiate the contentions of this passenger. There seems to be some confusion between the dining car group and the Pullman Porters. However, all of this should be adjusted, since the spirit of good will should prevail by public employees. I noticed that Mayor LaGuardia has had to make reference to a similar matter in his broadcast last Sunday.

I wholeheartedly agree with you about the Memphis situation, and with your permission will move in immediately to raise as much money as we possibly can to meet the expense incurred in the condition of Dr. Long's church. It would really be a disgrace to Negroes to have to call on White friends to do this job. I think that MOW ought to take it on as a project and if you will so authorize, I will immediately start the campaign to rolling.

Sorry I had to miss the Award, but I am happy to know that it was a success, and you were in your usual style. I shall give you in a day or so the results of the conference held with the L & N officials relative to changes in the operation of their trains in the interest of giving better lay-overs to Train Porters.

Trust you will have an excellent trip West. Keep up the good work.

Fraternally yours,

B. F. McLaurin

B. F. McLaurin
International Field Organizer

BFM/lj

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
3456-58 SOUTH STATE STREET
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INTERNATIONL SECRETARY-TREASURER

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
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ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

May 15, 1944

Ans. 5-25-44

Mr. A. Philip Randolph, Pres.
Brotherhood of Sleeping Car Porters
c/o A. A. Askey
203 N. Halsey Ave.
Portland 12, Oregon

Dear Phil:

I am sure it will be of interest for you to know that the Labor Committee finally had a hearing on our Bill as of May 11th and decided to hold public hearing on May 29th. Ann Hedgman was here, summoned to New York for a conference at eleven o'clock Thursday morning by Malcolm Ross. We are now in the process of getting organizational representation to support the public hearings on the 29th. I shall keep you informed.

I had a talk last Saturday with Dodson and found things moving along rather encouragingly. Ida Fox, one of the workshop enthusiasts has assisted in getting the work down before the Labor Committee. She reports that some of the members have not even been contacted about our Bill, which makes it more imperative for our getting rid of Allen. I planned to hold a meeting on the 23rd in preparation for the hearing. Letters are going out this week for same.

The Union for Democratic Action West Side Organization would like to use your name as a sponsor for the work on the West Side since you are already associated with the National Organization. I trust you will find it possible to grant them permission.

The Poll Tax fight is on. The picket line is scheduled to begin on Monday (May 15th) and we have made special efforts to get a delegate there, but unfortunately it is more difficult at this period than at some other time. However if the filibuster lasts long I think we will have sufficient representation to have our pressure felt.

Governor Dewey has come out in support of the bill. The Republicans have put up Sarah Speaks to oppose Powell; I think a good selection.

Mr. A. Philip Randolph May 15, 1944

I go South in the interest of Clay's case Monday (May 15th). I will no doubt be back in New York about Thursday or Friday, since I may stop off in Washington for a day and join the picket line enroute to Macon.

Things worked out very well with the L&N Railroad. However, your two letters to the GM&O and the Central of Georgia Railroad were not properly written and there will be a little delay in the matter of securing representation. In the letter to the GM&O you did not recognize that there exist a contract, and representation must be taken from the Coffee Organization. This requires a little differenct approach than when there is no competition for authorization.

On the Central of Georgia your request was for negotiation of a contract when in reality the request should have been for certification. With your permission Pat and I will make necessary changes and go on with the good work.

We will push the Non-Partisan Political conference and do everything possible to make it a representative conference. Trusting you are having a fine stay out west, I am,

Fraternally

Mac

B. F. McLaurin
International Field Organizer

BFM/lj

McLaurin

May 25, 1944

Mr. B. F. McLaurin
International Field Organizer
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York City, New York

Dear Brother McLaurin:

There are 500 copies of Organized Labor and the Negro by Dr. Northup in the Brotherhood's office for which I am having Totten send a check to Harper and Brothers for $454.50. I want that this book be sold to the men for $2.00 each. It is the best treatment of Organized Labor and the Negro which is in print and it gives a fine discussion of the Brotherhood of Sleeping Car Porters.

Fraternally yours,

A. Phillip Randolph
International President

APR:aap

cc - Mr. Billy Mills
Mr. Billy Bowe
Mr. T. T. Patterson

A. PHILIP RANDOLPH
IN[illegible]ONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
3456-58 SOUTH STATE STREET
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
1308 BROADWAY, ROOM 305
DETROIT, MICHIGAN

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3RD INTERNATIONAL VICE-PRESIDENT
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C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

B McLaurin

May 25, 1944

Mr. A. Philip Randolph, President
Brotherhood of Sleeping Car Porters
c/o Oscar Soares
1208 E. 20th Street
Los Angeles, California

Dear Comrade:

You are in possession of a letter from Ann Hedgman by this time I am sure. Consequently, you have some idea of the difficulties we are encountering. I am therefore making the following suggestions in light of my knowledge of the present situation. First, I do not agree that individuals are sincere in raising a question as to your or our interest in this matter. I think that this is just another one of the methods the Communists use to create confusion and make for ineffective action. I have pointed this out to Ann and told her to move forward with everything in her possession for the kind of results she would expect. Secondly, the labor angle is most serious because you have not been able to carry out the program as planned, but even here it is not death to the bill since we can always arrange to bring pressure on Green and Murray in the event there is open oppoisition to our program. My own reasoning makes it necessary for me to feel that neither of these liberal labor groups would want to be openly known as opposing our effort and be in the class of the Southern reactionary bloc.

In this vein of thought I have made effort to find out the whereabouts of President Green with the idea of trying to get Web and other Negro AFL leaders to a conference with him in order that he might give more than lip service to this program. We have not been able to get the needed information as yet. Ann promised to call me today and give me such information as she has.

The next problem we face is the problem within the present President's Committee. It appears that they want to run the hearings as well as dictate our program. It is my understanding that Ross is rather friendly with Mary Norton. However, I have pointed out to Ann that we should ignore this relationship and act as if we have never heard of the President's Committee thereby giving us the independency needed to carry out our own program. Many of these matters will be ironed out tomorrow in the Executive Board meeting. I shall send you the results of our meeting.

Next week I shall be in Washington attending the hearings and shall keep the Administrative Committee on hand for such information as they can give in helping to direct our hearings since Ann has had no experience in these matters.

The financial situation has not improved very much. Brother Totten has just wired you for an O.K. for another thousand dollars. I'm calling the ILGWW to pay a part of their pledge so that we will have money to carry on for the next few weeks. Talking in terms of finance, I should like very much to have you decide whether or not the Organization is giving to the United Negro College Fund who expects a rather heavy donation from us. If you plan to make a contribution, I would recommend that it be earmarked for Mrs. Bethune's school; Knoxville College where Dr. Imes is President and no doubt you will want to make a contribution to Howard. At any rate you ought to know that the program is not being well promoted and the community is about to have a "successful failure". I am sure this is not the fault of the people. I would rather believe that the promotion is not being well handled.

I was down on Zettlar Clay's case last week but was not able to sit in on the actual hearings; I made recommendations and outlined the course of action. I have just received word from him that the Management was extremely partial and the investigation was definitely unfair.

By this time you have no doubt seen an account of the Stacey's Committee report where they have agreed to meet with the fourteen Southern R.R. and unions in an attempt to work out an agreement giving the Negroes grievance redress. I have no details on this but will make an effort to get additional information while in Washington last week. I am getting a letter out to the local Chairman of Firemen. I'm also making an effort to sell the books and the stamps of FEPC that was gotten out by Brother Turner.

I have just received a letter from Buffalo inviting us to be present at a mass meeting July 2nd and for some other program July 1st. I am wondering if you have agreed to visit Buffalo on these days. If you haven't I would like to be in Atlanta the first Sunday in July for the Christening of our baby. I have tentatively accepted an engagement in Norfolk, Virginia for the 30th where our group is planning a rather elaborate affair to raise money for the Local delegates. Let me hear from you on this matter so that we can plan accordingly.

I have sent to the printer the Call for our Non-Partisan Political Convention. I expect to receive the proofs this afternoon. It ought to be a nice-looking job, with the Call on the left inside sheet; the statement to major parties on the right-hand side of the sheet; an appeal to delegates on the back and of course the front you outlined and suggested. I have tried to get information from Brother Burton as to what's going on and have delegated to him the responsibility of getting out releases, getting the statement to the major parties and attempting to get it written into their platform as well as distributing most of the literature. I haven't heard anything from him to date. I agree that we are not to assume any extra expense and thereby should not try to pay the way and expense of any participants in the program.

I think the slowness of the program has grown out of the lack of responsible persons to do the job. Miss Lane has expected that certain things should be done in Chicago; that you have delegated Rita Hphoun to do certain work, etc. I think the plan as suggested to make Burton the general Chairman and we work through him since we must depend on Chicago's efforts to make the conference a success, is much better.

Marie Schanks has just sent me this statement; "Better schools, better employment, better medical and recreational facilities will do much, to produce a better generation, but planning for health must begin at home and if possible even before the next generation is born. Family planning is the first step in attaining this goal.", and informed me that new transcript is being gotten out with testimonial and pictures on the outside for the Planned Parenthood Federation of America. Will you grant permission for your picture to be used?

May I hope that you and Dellums are having great success in the meetings out there. Looking forward to meeting you in Chicago, I am,

Fraternally yours,

B. F. McLaurin

B. F. McLaurin
International Field Organizer

BFM/lj

MEDIATOR'S REPORT ON CASE R-1080

- - - - - - - - - - -

TITLE REPORT OF ELECTION RESULTS

Number of employees involved__________ Mileage involved_____________

In accordance with instructions, a secret ballot was taken to settle the representation dispute among the Train Porters, employes of the Louisville & Nashville R. R. Company.

Ballots were distributed to and voted by the said employees from April 26, to May 8, 1943, said ballots being collected and counted by a representative of the National Mediation Board in the presence of the party observers.

The mediator and the observers met in the city of Louisville, Ky. on the 10th day of May, 1943, and jointly opened, counted and allocated all the ballots in their possession, and as evidence thereof prepared the following tabulation to which the party observers attest hereon as to the secrecy, fairness and accuracy of all ballots cast:

Number of employees on list of eligible voters....................	129
Number voting for representation by the Brotherhood of Sleeping Car Porters, A.F. of L....................	82
Number voting for representation by the United Transport Service Employes of America, C.I.O....................	45
Number voting for other organization or individual....................	
Number of void ballots not allocated to any party....................	3

In compliance with paragraph [illegible] of the Board's instructions, I hereby report the foregoing results to be true and the election completed.

Signed at Louisville, Ky., this 10th day of May, 1943.

Board's certification should be mailed to :

L. L. [illegible], Director of Personnel, Louisville and Nashville Railroad Company, Louisville, Ky.

Willard S. Townsend, Int. Pres., United Transport Service Employees of America, [illegible] South Michigan Avenue, Chicago, Ill.

A. Philip Randolph, Int. Pres., Brotherhood of Sleeping Car Porters, 217 West 125 Street, Room 301, New York, N. Y.

/s/ R. B. Bronson
Mediator, National Mediation Board.

ATTEST:

We, the party observer, present at the counting and tabulation of the votes, hereby certify that the election reported by the Mediator ~~above~~ was fairly conducted and the secrecy of the ballot was kept inviolate, and that the tabulation of the vote is accurate and complete.

Signed at Louisville, Ky., this 10th day of May, 1943.

/S/ William H. Bowe
Party observer for Brotherhood of Sleeping Car Porters, A.F.ofL.

/S/ Earl W. Davis
Party observer for United Transport Service Employees of America, C.I.O.

May 25, 1944

Mr. B. F. McLaurin
International Field Organizer
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York, New York

Dear Mac:

Received your letters. Now, concerning letters to Central of Georgia may I say that it was proper to call for a conference to negotiate an agreement. We, of course, know that the question of representation must first be settled. Then the proper strategy for the Brotherhood and every other union is to let that question be raised by the carrier. You may depend upon it that they never fail to raise it. We also let them raise the question as to the form of evidence required to sustain our claim of representation. Sometimes they are willing to accept Authorization Cards and at other times they demand an election. With respect to the G. M. and O. we know that they had an agreement but we do not recognize that agreement and we leave it to the carrier to raise the question of an existing agreement and then we report that the men are changing their representation and then they will demand evidence of our claim. This is the procedure we follow in initiating conference to negotiate agreements and work out problems of representation. I expected this development from both railroads.

Now, I hope that the call for the Non-Partisan political conference will be finished up so that it can go to the press as soon as possible. I sent Layle Lane my suggestions on the form sheet she sent me and we ought to be able to get the call out in a few days. There isn't a whole lot to it. Now, Layle Lane wanted me to approach some people for some funds but we don't need a whole lot of money to stage this conference. I suggested a registration fee of $1.50 or $2.00, this will help to raise some funds. I also advise that we have no one participating in the conference whose railroad fare we will have to pay. This will save a big expense.

I also suggested that we don't have any white speakers in the conference at all since we are not going to have candidates for the parties to speak. We could not get the President and Wallace is going to China and I don't think we could get Dewey and Willkie is out.

I will be glad for the Union for Democratic Action on the West Side to use my name as a sponsor. Now remember, I want you to go to Chicago, June 19 and work with Burton in developing this conference.

Fraternally yours,

A. Philip Randolph
International President

APR:aap

McLaurin

May 29, 1944

Mr. B. F. McLaurin, International Field Representative
c/o Brotherhood of Sleeping Car Porters
217 West 125th Street
New York City, New York

Dear Mac:

Kindly prepare to stop in Buffalo on your way back from Chicago from the National Non-Partisan Political Conference. The Buffalo March on Washington Movement wants you there the first of July and the 2nd. Now, I want you to write the Brotherhood Ladies Auxiliary and let them know that they should plan meetings for the 3rd, 4th and 5th of July. Have Brother Woodson plan meetings every day for 1:00 O'clock for the porters and write the car cleaners to have a meeting the evening of the 3rd and the Ladies Auxiliary to have a meeting the afternoon of the 3rd.

The March on Washington Movement plans to have a mass meeting on the 2nd.

Fraternally yours,

A. Philip Randolph
International President

APR:aap

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
3456-58 SOUTH STATE STREET
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
1308 BROADWAY, ROOM 305
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS & ATTENDANTS
AN INTERNATIONAL UNION
AFFILIATED WITH THE A. F. OF L.
217 WEST 125TH STREET
(ROOM 301)
NEW YORK 27, N. Y.
MO 2-5080-1
NIGHTS, SUNDAYS AND HOLIDAYS
UNIVERSITY 4-8262
440

ASHLEY L. TOTTEN
INTERNATIONL SECRETARY-TREASURER

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

Mac

May 31, 1944

Mr. A. Philip Randolph, President
c/o Mr. Oscar Soares
1208 East 20th Street
Los Angeles, Calif.

Dear Phil:

Thanks kindly for your letters of a few days ago. I appreciate the information about the contracts and wish to say that what ever the course, we are ready for action.

I wish to call to your attention the growing feeling of disgust against the Atlantic Coast Line Railroad. They refuse to answer letters, as you know and they have robbed the employees of back pay and increased pay. The men are up in arms and I think this matter should be forced upon them for action or take it to the Board. This is the only headache we have. It wouldn't be so bad but this was the first road on the Seaboard to get started and all other contracts have been concluded with improvements made. It puts us in a bad light.

I have sent out the Calls. Burton has been in touch with me and the program moves forward. Had talk with Dodson who says we should not send statement but should have a delegation wait on the platform committee. He suggests that this will be more effective.

Burton wants me to write for the Conference and so soon as you get a chance to review the Statement let me know and I'll get letters out. I sent you copy of Call and Statement that is now being improved upon for the politicians.

I have sent out letters to our Zone about the books and the stamps. I suppose you will send one to the National Organization. All books are under lock and key since there is such a demand for free books. I'll have the money for them in no time.

We are hard at it trying to make the Public Hearing a success. We are having many set backs but all is not hopeless. The administrative committee meet in D. C. Thursday to map further plans for the hearings. Tried to get Dubinsky to request testimony before Committee next week but he is in Convention in Boston. The Convention went on record as supporting the National Council.

Dr. Childs of Columbia has consented to testify for the Liberal Party. Don't forget to let me know about Buffalo as I want to complete my program in Atlanta and Norfolk. Will be in Chicago June 19 and will do all possible to drum up delegates from all sections.

Keep up the good work.

Fraternally yours

B. F. McLaurin

B. F. McLaurin
International Field Organizer

BFM/lj

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1716 SEVENTH STREET
OAKLAND, CALIFORNIA

Mac

June 13, 1944

Mr. A. Philip Randolph, President
Brotherhood of Sleeping Car Porters
c/o Mr. Taylor Murrell
2821 Seward St.
Omaha, Nebraska

Dear Phil:

I am happy to have your letter relative to the matter on the Atlantic Coastline. It does appear that the Mediation Board is the only recourse, since we are having such poor cooperation from them. The sooner this matter is settled, the better we all will like it.

I am just returning from a trip ~~from~~ to Asheville, North Carolina where I held a rather serious case involving eleven porters charged with desertion. I cannot go into detail about this matter, but might say that it will be a miracle if we save all of them. Two of the statements from Atlanta Porters are really so bad that if they are members of the Organization they should be suspended. We can go into this later.

I have arranged the meeting for Buffalo as per your request. I note you did not make any plans for Albany. I judge therefore, that you plan to come directly to New York. I am sorry you said nothing about my planned trip to Atlanta or to Norfolk, Virginia. The Norfolk matter is an organizational program and I would like to have Brother Totten or Patterson make this journey if I am not able to so myself.

Enclosed find letters from the Democratic National Committee and Republican National Committee with reference to our proposed statement and conference. I shall keep you informed of future action since I'm writing for conference in Chicago on the Republican side of this matter. I hope that we have been able to get your criticisms on the statement and it is now ready to be sent to the National Committee of the two major parties.

I am sorry that I have heard nothing from Chicago. I don't know who is going to speak or what plans have been completed. I am sending some pictures for the Souvenir Journal and copies of this statement to Brother Burton. I will leave for Chicago Sunday and shall be very happy to hear from you relative to any final suggestions you may have for making the conference a success. Other matters pertaining to FEPC and all organizational programs will await your attention in Chicago. Yours for the cause, I am,

Fraternally

B. F. McLaurin

B. F. McLaurin
International Field Organizer

BFM/lj

[illegible]

November 3, 1944

Mr. B. F. McLaurin
International Field Organizer
Brotherhood of Sleeping Car Porters
c/o [illegible] F. Chappell
[illegible] Street, S.
Atlanta, Georgia

Dear Brother McLaurin:

Find enclosed copies of letters that are self-explanatory. I want you to take this question up with Brother Martin and the other train porters on the Seaboard Air Line Railroad when you arrive in Tampa.

Kindly advise the local when you expect to be there and have a meeting arranged with the train porters on the Seaboard Air Line Railroad for you to address on this question.

Fraternally yours,

A. Philip Randolph
International President

APR:RB
enc.

af/oe
23076

November 3, 1944

Mr. B. F. McLaurin
International Field Organizer
Brotherhood of Sleeping Car Porters
c/o H.P. Chappell
579½ Tatnall Street, S.
Atlanta, Georgia

Dear Mac:

Find enclosed copy of letter which is self-explanatory. When you get to Jacksonville, kindly look into this matter. I hope you will inform Brother Sullivan of the time of your arrival, so that he will be able to get the men together for a meeting for you to address.

Fraternally yours,

A. Philip Randolph
International President

APR:RB
enc.
cf/cc
23076

A. PHILIP RANDOLPH
International President

MILTON P. WEBSTER
1st International Vice-President
3947 Drexel Boulevard
Chicago 15, Illinois

BENNIE SMITH
2nd International Vice-President
1308 Broadway, Room 305
Detroit, Michigan

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UNiversity 4-8262

ASHLEY L. TOTTEN
International Secretary-Treasurer

E. J. BRADLEY
3rd International Vice-President
11 North Jefferson Street
St. Louis, Missouri

C. L. DELLUMS
4th International Vice-President
1716 Seventh Street
Oakland, California

mcl

June 5, 1951

Dear Chief:

I have sent you three ③ agreements on the Union Shop. I have seen about 6 in the Mediation Boards files but the language is about the same except for dates.

The small one deals with the Check Off. a few changes. The Townsend agreement has not come thru. There's nothing on the Service end of things yet.

O.B.

The International has filed as of today a request to have the Board investigate a dispute on the S.A.L. and A.C.L. I've requested the Board to rule on the attendants Matter as quickly as possible.

I am on my way shall keep you posted on all activities. Hope your plans work out.

Fraternally yours
B. F. McLaurin
I. F. O.

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

T. D. McNEAL
International Vice President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

BROTHERHOOD
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Affiliated with the AFL-CIO/CLC

103 EAST 125th STREET - Suite 710
NEW YORK, N. Y. 10035
212-348-2245

WILLIAM H. BOWE
International Secretary-Treasurer

B. F. McLAURIN
Eastern Zone Supervisor
103 East 125th Street
New York, N. Y. 10035

April 11, 1969

Mr. A. Philip Randolph
President - A. Philip Randolph Institute
260 Park Avenue, South
New York, N. Y. 10010

Dear Chief:

I have just returned from Louisville, Kentucky to find your letter of April 9, concerning funds collected for the Randolph Square. I have carefully read the contents and wish to advise that I do not see how this can be done. I have already consulted with the Park Commissioner, who has agreed to accept the Thirty-Two Hundred Dollars ($32,00) now in the Bank, towards the renovation of Randolph Square. To use this money in any other way, would go against my principles. I seriously doubt that the men involved would want this done since so few of them would receive any benefits.

I therefore trust that you may find some other way for the fellowship of the men in connection with the affair on May 6.

I understand that you have moved and I hope you are enjoying your new home. It would be good to see you some times to bring you up-to-date on many of the problems we are confronted with.

Fraternally

B. F. McLaurin
Benjamin F. McLaurin
Eastern Zone Supervisor

cc: Mr. W. H. Bowe

A. PHILIP RANDOLPH
International President

~~**MILTON P. WEBSTER**~~
~~1st International Vice-President~~
~~3947 Drexel Boulevard~~
~~Chicago, Illinois 60653~~

BENNIE SMITH
2nd International Vice-President R.I.
1308 Broadway, Room 305
Detroit, Michigan 48226

C. H. BASS, General Chairman
1913 West Mulberry Street
Baltimore 23, Maryland
CE 3-3419

~~**E. L. COURTNEY, Local Chairman**~~
~~Chicago-Pittsburgh Division~~
~~9122 South Harvard Avenue~~
~~Chicago 20, Illinois~~

BROTHERHOOD of SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

BALTIMORE DIVISION, B. & O. TRAIN PORTERS
THEARTIS MITCHELL
Secretary-Treasurer
2131 CHELSEA TERRACE
BALTIMORE 16, MARYLAND
WI 7-1302

WILLIAM H. BOWE
Acting International Secy.-Treas.

C. L. DELLUMS
3rd International Vice-President
1716 Seventh Street
Oakland, California 94620

T. D. McNEAL
4th International Vice-President
2906a North Union Boulevard
St. Louis, Missouri 63115

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

E. A. SMITH, Local Chairman
Cincinnati Division
339 Alicia Road
Dayton 17, Ohio

January 29, 1971

Mr. B. F. McLaurin
103 East 125 Street Suite 710
New York, New York 10035

Dear Brother McLaurin:

I'm sorry it took me so long to get you the information that you requested. The first meeting of the B and O train attended and was organized in April 1944. The meeting was held at 632 Arlington Avenue. at the home of Brother Beaver.

The members that was present were Brother Beaver, Joe Brown, E. L. Curry, Fred Wilson, C. Daniels, B. Love, Brother Griffin, N. Dailey, V. Cornish, Robert Dawson, and George Briscoe. Brother McLaurin was present to set up the local 12,

At this meeting Brother Briscoe was elected president of the local and Brother Fred Wilson was elected Secretary of Treasurer. Brother Briscoe served one term, then Brother Snowden was elected one term in office. Following Brother Snowden in office, Brother C. Daniels was elected for two terms. Following Brother Daniels was Glenford Dudley. Brother Dudley served for one term. I was elected to succeed Brother Dudley. I've been in office since then. I know there were some other members before my time, but I received this information from Brother Curry who was the Charter member of the local.

I hope this will help Brother Randolph in writing his memo. I know you have to go back to your records of 1944 to get more information.

Fraternally yours,

C. H. Bass

C. H. Bass
General Chairman

[illegible] 19

Street and No. [illegible]

Place [illegible]

[illegible]

A. PHILIP RANDOLPH
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1716 SEVENTH STREET
OAKLAND, CALIFORNIA

McLaurin

605 Red Cross
Wilmington, N.C.

Dear Comrade:

We have been here going into the fifth day and haven't had a chance to meet with the Management yet. We have held conferences with the Mediator who seems to know his business.

He has been constantly telling us of the education you gave him while negotiating the North-Western Contract. We have come to a management who doesn't want to even be friendly

Mr. Sibley, who is going to handle the problem as before has raised several questions among them the Mail porters Classification. We understand there is the white fellow the train porters have been talking about working in conjunction with the management. It is my understanding now they have more mail porters than train porters. I am now getting all the cards signed and if they raised the question we should be able to satisfy them. The Mediator is insisting that ~~they~~ be brought in under our Contract. We have tryed to supply him with all the information possible.

Now as to Operations we have worked out every man and turned over the questionnaires. About tomorrow we will meet face to face. Can tell you more then. I'll write you in Nashville.

May I hope the meeting tonight will be great. I know your Program in Nashville will exceed your expectations. It appears I wont be able to make the Meeting in Washington on Saturday I wish you'd have the local Committee get together and plan their Part of the program so when

They Meet —
Saturday they will have something to offer. I know the Boston meetings are all planned but I have yet to get your dates for Buffalo, remember they want to plan a smoker and a Mass meeting. There is some time needed to work up these programs.

May I hope Bennie is O.K. and will be able to help the Nashville program. Say hello to him. Still regretting my inability to make the meeting Sunday. Hope all is well. Keep up the good work. I am

Fraternally yours
McLaurin

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4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

McLaurin

Dear Phil:

We have just settled the matter of Mail Porter representation. The problem to day is how to cut down the 9940 miles per months and 30 days for $128.00 to 5 or 6 thousand or 240 per month against the present 330 hours per month for Mail porter.

The train porters are making the same pay for 20 days work. The Company offer 6000 miles at 2 1/4 cent per mile for train porters but it will work hardship against the men as some of them make less than 4500 miles for the same money. The ~~240~~ hours per month will work well for

II

attendants and Maids. We meet the mediator today to review the Managements proposals. No doubt we can tell you more about the out come.

I am glad you had a grand meeting in Washington. Sorry but I can't make the dance on the 4th if we are to make our dates in Boston. I note you still say nothing about Buffalo.

How was the Meeting at the golden gate? What's your program for the Conference on Saturday in Washington? I hope I can return for it. As a matter of fact I'd like to make our own dance, but can't say any thing now.

This God for saken place is Certain on my nerves, no food, no accomodations at all - but we'll make out with out loosing any pounds. Hope your trip to Nashville was good. Say hello to the gang. Tell Web the new program of F.E.P.C. is good hope it meet with success. Trust the next move will be the hearing for the Fireman. I have reasons to believe this action will smoke out the Administration.

Your suggestion about just getting Working Rules will not work. We have too many Contracts pending and a reputation at stake. Did you write the C+O? You may not know it but you are partly responsible for some of the head ache we are having. Will tell you later. I trust we will not have to wait so long again to get these Contracts.

Trusting I'll hear from you soon Keep up the Good work.

I am

Fraternally yours

B. F. McLaurin

McLaurin

CHARGE TO THE ACCOUNT OF THE BROTHERHOOD OF SLEEPING CAR PORTERS

WESTERN UNION

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

19

To Mr. B. F. McLaurin

Care of or Apt. No. c/o [illegible]

Street and No. [illegible]

Place Asheville, North Carolina

MR. T. D. McNEAL IS PREPARING STATEMENT OF BROTHERHOOD'S CLAIM FOR SEPARATE COMPENSATION FOR PORTERS HANDLING PILLOWS. KINDLY SEND BY IMMEDIATELY OR CONTACT PORTERS YOU CAN, TO GET INFORMATION ON AMOUNT PORTERS RECEIVE TO HANDLE PILLOWS ON THE SEABOARD AIR LINE, ATLANTIC COAST LINE, FLORIDA EAST COAST, L.& N., CENTRAL OF GEORGIA AND OTHERS IF THEY ARE [illegible]

A. PHILIP RANDOLPH

Tel. No.

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1716 SEVENTH STREET
OAKLAND, CALIFORNIA

McLaurin

Meridian, Miss

My dear Comrade:-

For several days now I have wanted to give a general picture of what I've encountered during my recent travel. First our stay in Louisville was quite productive, the L & N. management was not so friendly but we come there as usual. Haven't encountered any Porters to see how the situation is working out but will this week in Montgomery.

I arrived in Rocky Mount intime to see the first Negro fireman ride the diesel on the Atlantic Coast Line. This is happening over the system now. They are hiring switch men and Brakemen. In Waycross

over

They had two weeks ago a class of 12 men some of whom are already in the Committee. The Master Machinist told the group there was trouble ahead and they could expect it but the A.C.L. wanted them to do their work and they would take care of the trouble. The men are very happy about this bit of victory every where.

I have completed the setting up of locals on the C. of Ga. Got a very fine reception in Albany, and Columbus, Georgia where new locals were organized. I also want to report that I got a local started in Atlanta, and every where we are making inroads on the International. Some of their members joined in Birmingham. Every body is waiting to see what

The Committee plan to do.

I found why so many of our men havn't responded to the call for the add money. When the men come to Washington some of the men had $200.00 two hundred given them for the trip. and most of it was given in sums of $5.00 when the hearings ended they decided that we didn't need it but after explaining the program to them many of them paid in the meetings.

We have lost some train porters to the A.C.L. to the Brakemen's jobs. We are having some problems on the Mail Porter job, they have some whites doing that work out of Charleston. and of course the men think they are getting more pay. The A.C.L.s Contract must be changed soon. These men are giving to much yet in time for so small amount of income waiting on us to change the schedules.

The Tampa firemen are up in arms against brother Daniels will tell you more when I am there. Atty Burns of Meridian, has quit on us.- He Wanted The men to give him One hundred and Fifty Dollars to Come to The hearing and The men thought $75.00 Seventy-Five should have been enough and so he gave it back and didn't Come. I got a Letter from him with $3.10 for M.O.W. saying the People wont support our program, I found That Judge Burns never Called a meeting and when some of the men found places for him to speak about M.O.W. he wouldn't show up. I tried to reach him but was unsuccessful.

May I hope you and Web are enjoying your Stay in Texas. I'm due in Jacksonvill on the 15th. Every Thing seems to be moving along very well. Have gotton several new porters in The Group and have set up several Groups of Car Cleaners. I hope we can Complete This job soon.- I Understand You are having more problems in The Washington Local. The "Worker" must have some attention or we might as well stop paying to get it out so many of our members don't get it. Keep up the good work I am

Fraternally yours McLaurin

Mr. [illegible]
International Field Organizer
Brotherhood of Sleeping Car Porters
[illegible]
Box [illegible]
Mobile, Alabama

Dear [illegible]:

Find enclosed letters which are self-explanatory. Kindly [illegible] and tell them you [illegible] to take up this question of [illegible] [illegible] [illegible].

Fraternally yours,

A. Philip Randolph
International President

APR:[illegible]
[illegible]

[illegible]
[illegible]

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

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4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

McLaurin

Dear Phil:-

I am making a tour of the L.&N. System arriving here from Pensacola, Fla. I have had two conferences on the matter of changing schedules in order to give the men better layovers and I feel we are going to get the matter adjusted to the satisfaction of the men.

I have requested brother Patterson to ask you to write the G.M.&O. for a conference to secure certification of the train porters in their employ. We have the cards and some of them have paid fees. This is going to improve our bargaining positions a hundred percent.

I am asking you also to write the

Central of Georgia And ask Them for a Conference for train Porters so WE can get The group started.

I am sorry I didn't get The Conference Call. I did get your letters from the B. & O. Have gotten a group interested in The Conference in Mobile. I wish you'd write John Le Flore and send him a Call.

Sorry I am being forced to miss the Award but I'm sure it will work out O.K. Keep up the good work

Fraternally Yours

B. F. Mc

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

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4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

McLaurin

Sunday Afternoon.

Dear Phil:—

We are in the midst of plenty Confusion on F.E.P.C. It appears that Allen will not do his job. I am sorry to report but the bill hasn't been introduced and the letter sent to him asking that he take action in the present crisis just didn't move him at all and decided he didn't think we shouldn't do anything as it may hurt his program in getting the bill introduced. Ann is up in arms and I can't blame her. I think he is impossible and we must

Act immediately. I am having a call meeting of the board to at least stop the waste of funds and to get a follow up report on the last two weeks of activity. While in Baltimore I talked with Hollander who by the way met the administration Committee in Washington the week before and got the impression he felt Allen was a joke since he told so many lies. He thinks we had better get some results or we won't be able to meet the public's cry for an explanation of money spent, as well as tell the public what it can do to help.

I know you saw where Dewey let the State bill fail because

-3-

he played politic with it. I am calling Dr. Chalmers tomorrow Monday and asking him to call the group in your absence I'd be glad if you'd send anything you have to present. Friday the 24th, 10 a.m. in the same building, the 'Y'.

I talked with Sam Barrows yesterday and he said he had talked with Allen and he was to go ahead and do his job - If he has failed he was not responsible and felt that too much time was being used. He was too busy to give time to it now but what ever the Committee wanted to do was O.K. with him -

I've been in D.C. on two occasions and just couldn't locate Allen.

Now we have completed the contracts for the Sea Board and the B.&O. I am holding a special meeting on the 2nd in Baltimore and from there we go to Richmond on the 5th for the Conference with the C.&O. I have to go to Huntington soon as we are having problems there the organization is about wrecked because of the army. The B.&O. System must be covered also but it can wait if I can get the group to come on the 2nd from many places.

I am with out a secretary again the girl I had wanted more money and thought I was asking her to do too much when the other girls had so little to do.

You may as well prepare for the many problems Pat is creating here. It's more messy all the time. Cards to Train service group sent out. Making progress on getting the standings up to date.

but need the girl very badly. I wish you go to the office of the Tampa Bulletin and ask to see the Stenographer. She wants to come to N.Y. She is a friend of Julia Anderson. See if she is able to meet the qualifications. May be Gregory would know her.

Glad you got the Cleaners in Atlanta started but I can't see why you would have gotten them at up. Got Phila organized and we are doing O.K. here. Well

-6-

have all the material for Contract ~~now~~

Sorry to hear of Broadway's encounter with police. Hope the Negroes respond to M.O.W.

When do you plan to start program for Convention? Will you be here on the 15 of April? Plan Conference on that date for Non-partisan political group.

I trust you are having a good stay in that section. Say hello to Web. Let me hear from you as to F.E.P.C. and Conference

Keep up the good work

I am
Fraternally Yours

My dear Randolph,

It must seem strange to be getting a letter from me, but I am so disturbed that I just can't refrain from trying any longer.

I want to make one simple request of you. Please, please do not send Mac into any part of Alabama now. The tension is just too great and his life is not worth a nickle being there at this time.

We are getting the most frightening reports over the radio and television I have almost become ill worrying over his safety. I have never thought it necessary before to interfere. Thank you so much if you grant this wish for my sake and the children's. Here's hoping you are well and things are going well for you.

Sincerely yours,
Margaret McLaurin

ASA PHILIP RANDOLPH

SUBJECT FILE

BROTHERHOOD OF SLEEPING
CAR PORTERS

CORRESPONDENCE

McNeal, T. D.

1941 - 42

(1)

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS

AN INTERNATIONAL UNION
AFFILIATED WITH THE A. F. OF L.

SOUTHWEST ZONE HEADQUARTERS
T. D. MCNEAL, SECRETARY-TREASURER
11 N. JEFFERSON STREET
ST. LOUIS, MISSOURI
FRANKLIN 8642

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

McNeal

September 10, 1941.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
217 West 125th. St.,
New York, N. Y.

Dear Brother Randolph:

With further reference to the matter of negotiation with Missouri Pacific Railroad, this is to advise that I have arranged for a conference with Mr. Roll at 10:00 A.M. on September 11. I have wired brother Crutcher to be on hand for the conference. You will be advised of the outcome.

On August 28 I wrote you from Dallas to the effect that I would need an additional six day's maintenance for the purpose of completing the work in the south. Thus far I have heard nothing from you on this matter.

With kindest personal regards to you and the staff I am

Fraternally yours,

Mac.

T.D. McNeal
International Field Organizer

A. Philip Randolph
International President

Milton P. Webster
1st International Vice-President
4231 South Michigan Avenue
Chicago, Illinois

Bennie Smith
2nd International Vice-President
2611-13 Michigan Avenue
Detroit, Michigan

BROTHERHOOD of SLEEPING CAR PORTERS
Train, Chair Car, Coach Porters and Attendants
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SOUTHWEST ZONE HEADQUARTERS
T. D. McNeal, Secretary-Treasurer
11 N. Jefferson Street
St. Louis, Missouri
Franklin 8642

Ashley L. Totten
International Secretary-Treasurer

E. J. Bradley
3rd International Vice-President

C. L. Dellums
4th International Vice-President
1716 Seventh Street
Oakland, California

McNeal

September 11, 1941.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
217 West 125th St.,
New York,City, New York.

Dear Brother Randolph:

Just a word to advise that Brother Bradley, Brother Crutcher and I were in for conference on the matter of 30% with the personnel officers of the Missouri Pacific Railroad this morning. We made every possible effort to get the Missouri Pacific to commit themselves as definitely as did the Illinois Central. They took the position that they have already agreed with other groups of workers, not connected with the 21 standard organizations, to negotiate their demands to a conclusion after the settlement of the national dispute. Further, that they could not agree to give us a definite promise in writing in view of the fact that no commitment had been made to the other groups. Howeve**f**, they verbally agreed to go along with us to the extent of granting pay increase to train porters on the same basis as they settle with other members of the operating crew. Their letter to you will merely state that our matter will be held in abeyance pending the final outcome of the national negotiations and at that time consideration will be given to the train porters.

It is my feeling that we should plan to settle with such railroads as the M. K. and T., the Cotton Belt and the Illinois Central before seeking to settle with the Missouri Pacific. I am sending out a general letter to the membership on the Missouri Pacific giving them a breif resume of this Mornig's conference.

I am inclosing herewith copies of Award numbers 5906 and 5907 of the First Division of the National Railroad Adjustment Board. These are the decisions referred to by me in writing you of the deplorable development on the Southern Pacific Lines in Texas and Louisiana. You will note that these decisions have the effect of stopping train porters from doing any work which might be classified as brakeman's duty. This includes throwing switches, coupling steam holes, heading in and out etc. The group of train porters against whom this Award is directed is headed by George Keys of San Antonio. Similar claims have been filed on the Missouri Pacific. These claims are still pending but no doubt will be decided on the same basis as Awards numbers 5906 and 5907. To my way of thinking, this is the most serious development in the recent history of train porter affairs. I think that it is absolutely imperative that the Brotherhood immediately put into effect some plan of action designed to protect the interest of our train porter membership.

Brother Crutcher's expense for attendance at the conference to-day was as follows: Wage loss by virtue of being off of his assignment $18.45, maintenance $3.00. Kindly forward Brother Crutcher a check for $21.45 at once. He advises that he has some pressing bills which were to be taken care of with the money earned on the trips lost.

I would appreciate hearing from you relative to the inclosed Awards. With kindest personal regards to you and the staff, I am

Fraternally yours,

Mac.

T.D. McNeal
International Organizer

The Railroad has lifted the switch keys of the Southern Pacific porters as a result of these awards.

T. D. M/VH

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS

TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS

AN INTERNATIONAL UNION
AFFILIATED WITH THE A. F. OF L.

SOUTHWEST ZONE HEADQUARTERS
T. D. McNEAL, SECRETARY-TREASURER
11 N. JEFFERSON STREET
ST. LOUIS, MISSOURI
FRANKLIN 8642

440

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

September 12th, 1941.

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York City.

Dear Brother Randolph:

Enclosed herewith you will find a copy of a bulletin being mailed out to the membership of the Missouri Pacific Train Porters local and also a copy of a bulletin being sent out to the financial membership of all train porter locals in our area.

I want to ask that you go over these awards of the First Division of the National Railroad Adjustment Board since it is my belief that these Board decisions will have a far reaching effect in train porter affairs.

Copies of these awards and the enclosed bulletin are being sent to the train porters because of the fact that elements opposing the Brotherhood, especially on the Missouri Pacific, are again busy trying to stir up dissension and division.

I am making an effort to get a complete copy of the submissions made in these cases. In the event that I am successful I will send you a copy. With kindest personal regards, I am

Fraternally yours,
Mac.
T. D. McNeal,
Int'l Field Organizer.

TDM:H
Encls.

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

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11 N. JEFFERSON STREET
ST. LOUIS, MISSOURI
FRANKLIN 8642
[redacted] 440

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

Cheif

September 11th, 1941.

To the Financial Membership
Train and Porter-Brakemen Local #5

CONFIDENTIAL BULLETIN

This is to advise that 10 AM this morning (Thursday, September 11th, 1941) a committee composed of General Chairman St. Clair Crutcher, 3rd Vice President Bradley and International Field Organizer McNeal met and conferred with Chief Personnel officer Roll and Assistant Chief Personnel officer Coad on the matter of the notice served on the Missouri Pacific by the Brotherhood to the effect that we intend to have Missouri Pacific train porters participate in the 30% pay increase demanded by the Standard Railroad Labor organizations.

It is understood by everyone involved that no settlement with us could be reached until the National dispute is settled. It was therefore tentatively agreed that our conferences with the management on this matter will be held in abeyance until the national settlement is reached. From the general attitude of the representatives of the management we feel certain that we will be able to secure for the train porters the same percentage of increase as is to be granted other members of the operating crew. You will be kept advised,

Fraternally yours,
T. D. McNeal
T. D. McNeal,
International Field Organizer

TDM/m

BROTHERHOOD OF SLEEPING CAR PORTERS
415 Peoples Finance Building,
11 N. Jefferson Avenue
St. Louis, Mo.

TO THE MEMBERSHIP OF TRAIN PORTER LOCALS

Sirs and Brothers:

Attached hereto you will find copies of Awards numbers 5906 and 5907 of the First Division of the National Railroad Adjustment Board. You will note that these Awards involve the Brotherhood of Railroad Trainmen and the Southern Pacific lines in Texas and Louisiana.

These two decisions on the part of the First Division of the National Railroad Adjustment Board are the outcome of claims filed by the B. R. T. against the Southern Pacific in an effort to get head end jobs on this road for men whose names appear on the B. R. T. roster.

You will note in the last paragraph of each of these decisions that the Board has ordered that only in cases of emergency are train porters on the Southern Pacific to do any of the work otherwise required of trainmen and yard men. We are reliably informed that on the basis of these decisions the Southern Pacific has instructed its train porters to turn in their switch keys.

These decisions, without a doubt, constitute the most serious threat in the history of the craft to the well being of train porters as a group. Already the B. R. T. has filed similar claims to cover every instance in which train porters on the Missouri Pacific are required to throw switches or do other work which the B. R. T. considers as coming under the scope of their duties. This movement is certain to spread to other roads employing train porters. To our way of thinking these decisions mark the beginning of a long, difficult and expensive fight on the part of train porter organizations to protect the interest of the group.

It is especially significant that the first case of this nature filed by the B. R. T. was filed on the Southern Pacific where the train porters have not seen the wisdom of becoming a part of a strong national organization. It seems clear that advantage was taken of the shortcomings of the small and isolated Southern Pacific train porter's organization. They had, and still have, absolutely no way of fighting back. Due largely to their weakness this dangerous precedent has been set. Thus, the welfare of every train porter in the country has been endangered by the weakness of a few.

All sound thinking train porters will immediately realize the necessity of train porters coming together as never before and standing shoulder to shoulder in the national organization for the purpose of putting up the best possible fight against this danger which threatens to throw large numbers of us out of work. Now, as never before, train porters should forget about petty differences, childish jealousies, etc., and get solidly behind the Brotherhood of Sleeping Car Porters in order that we may be in a position to properly carry on the fight that must be made in your behalf. Anyone who advises to the contrary is actually helping those who are trying to shove you off of the railroads, whether these misguided leaders realize it or not. Any one who advises the carrying on of fights between train porters

- Over -

at this time is playing right into the hands of the forces seeking to destroy you

We are now faced with one of the hardest battles that a group of Negro workers have ever been called upon to fight. Fighting among ourselves will not help. Throwing up our hands will not help. Getting scared will not help. The only thing that will help us is that each of us stand up, be men and present a solid front from coast to coast against the opposition. In the Brotherhood you have the machinery, the intelligence, the guts and the strength to carry on your fight. But in the final analysis the outcome will depend largely upon whether or not the train porters themselves have the intelligence, spirit and will to stand on their feet and fight together. There is absolutely no point in anybody concerned getting scared or excited. Now is the time when you must keep level heads and stick with your organization.

This matter is for your own information and is not to be broadcast up and down the railroad. We believe that we can depend upon each of you to be a man yourself and to urge upon your fellow train porter the absolute necessity of his being a man too.

Fraternally yours,

T. D. McNeal

T. D. McNeal,
International Field Organizer.

TDM.m
Attachments

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS
AN INTERNATIONAL UNION
AFFILIATED WITH THE A. F. OF L.
SOUTHWEST ZONE HEADQUARTERS
T. D. MCNEAL, SECRETARY-TREASURER
11 N. JEFFERSON STREET
ST. LOUIS, MISSOURI
FRANKLIN 8642

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

McNeal

September 19th, 1941.

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
217 West 125th St.,
New York City.

Dear Brother Randolph:

Enclosed herewith please find money order for $22.20 covering our collections from the sale of March on Washington buttons and certificates. After the March was called off some of those who had given support requested a refund. In all such instances we acceded to the request.

It had been my intention to forward this money prior to this time but in the haste of getting off on the Southern trip it was overlooked.

This covers the collection of the buttons furnished Brother C. D. Miller and those sent to the local. The sale of buttons here was pooled. We have the balance of equipment on hand and will be glad to forward same to you if requested. With kindest regards, I am

Fraternally yours,
T. D. McNeal
T. D. McNeal,
Int'l Field Organizer.

TDM:H
Encl.

A. Philip Randolph
International President

Milton P. Webster
1st International Vice-President
4231 South Michigan Avenue
Chicago, Illinois

Bennie Smith
2nd International Vice-President
2611-13 Michigan Avenue
Detroit, Michigan

BROTHERHOOD of SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters and Attendants

AN INTERNATIONAL UNION
Affiliated with the A. F. of L.

SOUTHWEST ZONE HEADQUARTERS
T. D. McNeal, Secretary-Treasurer
11 N. Jefferson Street
St. Louis, Missouri
Franklin 8642

440

Ashley L. Totten
International Secretary-Treasurer

E. J. Bradley
3rd International Vice-President

C. L. Dellums
4th International Vice-President
1716 Seventh Street
Oakland, California

McNeal

October 1st, 1941.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
217 W. 125th Street, Room 301
New York City, N. Y.

Dear Brother Randolph:

I have a letter from Brother Del McKinney of the M. K. T. Train porter group to the effect that the national office has failed to pay him the Three ($3.00) Dollar expense incidental to his attendance at the conference with his railroad management on the 30% pay increase matter.

You will recall that I wrote you that Brother McKinney did not lose any time off of his job on this occasion and that his only expense was $3.00 to cover the day that he was out of San Antonio attending the conference. Please forward Brother McKinney a check for $3.00 in order that this matter may be cleared up.

With kindest personal regards, I am

Fraternally yours,

Mac

Mac.

TDM/m

October 3, 1941

Mr. T. D. McNeal, Secretary-Treasurer
St. Louis Division, B. S. C. P.
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

I want you to go to Kansas City, Missouri to meet with the Kansas City Southern Railroad the afternoon of the 27th of October, at 2:30 P.M., to establish the right of the Brotherhood to represent the train porters on this Road. I am having Authorization Cards sent to you. Put this down on your calendar so that you won't forget it. I will have Brother Totten send you the transportation at the proper time.

Hoping everything goes promisingly forward, I am

Fraternally yours,

A. Philip Randolph,
International President

APR:ft

P. S.: Web and I leave for Seattle, Washington to attend the A.F. of L. convention to-day.

A.P.R.

McNeal

October 6, 1941

Mr. T. D. McNeal, Secretary-Treasurer
St. Louis Division,
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Find enclosed copy of letter from the Kansas City Railroad Company which is self explanatory, and copy of my letter to said copy.

Fraternally yours,

A. Philip Randolph,
International President

APR:ft
Enc. 1

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
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ST. LOUIS, MISSOURI
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3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

440

McNeal

October 8, 1941

Mr. A. Phillip Randolph,
International President
Brotherhood of Sleeping Car Porters
c/o Coast Hotel
Seattle, Washington

Dear Brother Randolph:

I have your recent letters concerning the conference to be held with the Kansas City Southern Railway Company at Kansas City on October 27th next. This is to advise that I have made the necessary arrangements to cover this matter. The car fare will be $10.00 and there will be two days maintenance involved.

I would appreciate some word from you relative to the time you plan to hold the next train porters conference at St. Louis. Quite a lot of interest in this next meeting is being expressed by the men throughout the South West due largely to the Adjustment Board's decision affecting Train Porters employed by the Southern Pacific.

The Texas & Pacific Train Porters group are urging that we arrange for a conference between them and the Missouri Pacific men for the purpose of getting together on the case involving trackage rights between New Orleans and Alexandria. You will recall that you informed Brother Bennett quite sometime ago that this conference would be held in September, if possible. I suggest that this get together be held in connection with the general Train Porters meeting being planned.

The New Orleans Division is showing quite some progress as had been expected. However, there are several kinks in the operation there that should be straightened out. With that in view, I would like to go to New Orleans sometime early in November for a three or four day stay to get these matters straightened out and to make sure that the machinery there is functioning properly. The round trip car fare to New Orleans would be $22.00 Please advise me on this latter matter in order that I might make the necessary arrangement for the meeting, etc.

With kindest regards to you and Brother Webster.

Fraternally yours,
Mac.
T. D. McNeal,
International Field Organizer.

TDM*P

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
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BROTHERHOOD of SLEEPING CAR PORTERS

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3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

440

McNeal

October 20, 1941

Mr. A. Philip Randolph,
International President
217 W. 125th Street
New York City, N. Y.

Dear Chief:

As mentioned in our wire of the 18th, Brother I. V. Johnson, Secretary-Treasurer of the Houston Division has passed. This poses a serious problem for us in the Houston division. Without a doubt, Brother Johnson was our key man and the most dependable member of the Houston division.

The membership in Houston has already started a fight over who shall replace Brother Johnson. The one man whom I felt would be best able to hold the division together and continue to build it has flatly refused to accept the position.

At the time of Brother Johnson's death Houston was producing around $160.00 per month. In view of everything involved, it is my opinion that someone from the National organization should run down there, put in a new man, sell him to the membership and make every effort to be sure that the division is not unduly weakened through Brother Johnson's death.

Your last letter indicated that it is your intention to have me go to New Orleans following the general Train Porters meeting here at St. Louis. In view of this new development at Houston, I would like to suggest that the trip to New Orleans be made prior to your coming here, and that while I am down there I be permitted to go over to Houston for four or five days. Such a trip could be made early in November, prior to the Train porters meeting. Kindly give me your decision in this matter as soon as possible, in order that the necessary arrangements may be made in the event you agree with my opinion.

With kindest personal regards to you and Brother Webster, I am

Fraternally yours,
Mac.
T. D. McNeal,
International Field Organizer

TDM*P

McNeal

Airmail Special Delivery

October 27, 1941

Mr. T. D. McNeal
National Field Organizer
11 North Jefferson Avenue
St. Louis, Missouri

Dear Mac:

You may prepare to visit New Orleans and Houston to supervise the selection of a successor to Brother Johnson and also to check up on the situation in New Orleans. I am advising Brother Totten to send you transportation for same.

You did not indicate how much it would be. Kindly send Brother Totten the amount of the transportation and the number of days it will require to make the trip. I am writing him to send you a check for same.

Fraternally yours,

A. Philip Randolph
International President

APR:eb

P.S. Kindly arrange for Train Porters Conference in St. Louis for November 27th. Send notices to all the Train Porters to be present for the purpose of discussing the policy to protect the Train Porters jobs in view of the attack being made by the Brotherhood of Railway Trainmen and in the light of the award of the National Railroad Adjustment Board relating to the Train Porters of theSouthern Pacific Road.

A. Philip Randolph

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
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AN INTERNATIONAL UNION
AFFILIATED WITH THE A. F. OF L.
SOUTHWEST ZONE HEADQUARTERS
T. D. McNEAL, INTERNATIONAL FIELD ORGANIZER
413-14-15-16 PEOPLES FINANCE BLDG.
11 N. JEFFERSON STREET
ST. LOUIS, MISSOURI
FRANKLIN 0033
440

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER
217 WEST 125TH STREET
NEW YORK CITY

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

December 13th, 1941.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

This letter is being written to call to your attention a most serious situation in which the Filipino members of the Brotherhood find themselves as a result of the war with Japan. As you know, most of these brothers closely resemble Japenese.

While I do not know their exact status in this country, a preliminary investigation here discloses that they are not classified as American citizens and could not become naturalized. However, since the Phillipines are an American possession their presence in this country is entirely legal.

The trouble experienced by these Filipino fellows is that none of them have any way of identifying themselves so far as origin is concerned. It is my understanding that most of them came into the country with the understanding that they too were Americans. They were not required to go through the usual immigration red tape, and as a result have nothing from that department to identify themselves .

It is my thought that an effort should be made down at Washington to have the Government furnish these men with some means of identification when they have finished their present investigation of the origin, records and connections of foreign-born employes in railroad service. Such an investigation is under way.

For your information some of these boys are meeting with quite a lot of bad treatment on and off of the job due to the fact that they have no means of establishing the fact that they are of Filipino extraction . I would appreciate some word from you relative to this in order that we may be in a position to tell the local Filipino membership if the organization can do anything about this for them.

Fraternally yours,
Mac
T. D. McNeal,
Int'l. Field Organizer.

TDM/m

December [illegible]

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mr. McNeal:

I am about to file an application with the National Mediation Board for investigation of representation of the Kansas City Southern train porters, but am uncertain on two points: the number of employees involved and the number authorizing representation.

I was under the impression that the number of employees is one more than the number authorizing representation, but I now find that there are nine names instead of eight, and that three of them are possible duplications. They are [illegible], [illegible], and [illegible], all of Shreveport, La.

Can you give me the exact number of employees on this line, and let me know if the above mentioned names are those of different people or duplications?

Yours truly,

[illegible]
Secretary to Mr. Randolph

/[illegible]

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS

TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS

AN INTERNATIONAL UNION

AFFILIATED WITH THE A. F. OF L.

SOUTHWEST ZONE HEADQUARTERS
T. D. McNEAL, INTERNATIONAL FIELD ORGANIZER
413-14-15-16 PEOPLES FINANCE BLDG.
11 N. JEFFERSON STREET
ST. LOUIS, MISSOURI

FRANKLIN 0033

440

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER
217 WEST 125TH STREET
NEW YORK CITY

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

January 2, 1942

Mr. A. Philip Randolph,
International President
217 W. 125th Street
New York City, N. Y.

Dear Brother Randolph:

In connection with the recent negotiations with the Missouri Pacific, this is to advise that Brother St. Clair Crutcher, Genral Chairman of that group, is due $19.56 for time lost and maintenance in connection with the conference. Please see that Brother Crutcher is forwarded a check covering this amount.

Permit me to remind you that on instructions from you I paid Brother Dell McKinney of the M. K. & T. group $3.00 expense due him in connection with the last conference with the M. K. & T. This money was paid from my personal funds and I understand from you that the National Office is to reimburse me.

In connection with the $12.00 tax, I would suggest that the card case to be gotten out as receipt for the payment of the tax, be gotten into our hands as soon as humanly possible. The psychological effect will be a great help in collecting from some of the membership.

Everything goes well.

Fraternally yours,
Mac.
T. D. McNeal,
International Field Organizer.

TDM*P

cc to Mr.Ashley L. Totten.

McNeal

January 6, 1948

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mack:

Thanks a lots for your letter of January 2nd suggesting that check be sent to Brother St. Clair Crutcher, General Chairman Pacific Train Porters' local for time spent in Conference on wage increase agreement, which amounts to nineteen ($19.56) dollars and fifty six cents, and also the three ($3.00) dollars for Brother Dell McKinney of the M. K. & T. Train Porter group. I will have Brother Totten send out these checks immediately.

I will also have Brother Totten send out the cards to be given the men who pay their tax as soon as they are ready.

Fraternally yours,

A. Phillip Randolph
International President

APR/fw

McNeal

A. Philip Randolph
International President
217 West 125th Street
New York City

Milton P. Webster
1st International Vice-President
4231 South Michigan Avenue
Chicago, Illinois

Bennie Smith
2nd International Vice-President
2611-13 Michigan Avenue
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11 N. Jefferson Street
St. Louis, Missouri
Franklin 0033

Ashley L. Totten
International Secretary-Treasurer
217 West 125th Street
New York City

E. J. Bradley
3rd International Vice-President

C. L. Dellums
4th International Vice-President
1716 Seventh Street
Oakland, California

January 5th, 1942.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

ATTENTION Miss Myrtle Facey

Under date of December 29th, 1941, I received a letter from your Secretary, Miss Myrtle Facey, for additional information relative to the Kansas City Southern Train porters. I found it necessary to contact Brother M. McCoy, General Chairman of this group before replying.

Brother McCoy informs me that at the present time the K. C. S. employs ten (10) regular train porters and two (2) extra men, making a total of twelve.

M. McCoy, Luther McCoy and Luellen McCoy are all different men. We have been authorized by nine out of twelve men in the matter of representation.

In view of the fact that the Kansas City Southern management refuses to recognize the Brotherhood as the bargaining agent, it is my thought it would be well to have Brother McCoy go in and ask for the raise as a recognized General Chairman for the men at this time. It is my feeling that the Management will grant the raise to McCoy. McCoy's address is: M. McCoy, 1907 Garden Street, Shreveport, Louisiana.

I have a wire from Brother Dell McKinney of the Missouri-Kansas-Texas Lines to the effect that his management wants to meet in conference on the wage increase on tomorrow, January 6th, however, it will be impossible for me to get to Dallas by that time. I have therefore wired Brother McCoy to have conference set for the 7th or any day thereafter.

Kindly advise me if you have heard from either the International Great Northern or the St. Louis-Southwestern.

Fraternally yours,

Mac

T. D. McNeal,
Int'l. Field Organizer.

TDM/m

McNeal

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

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ASHLEY L. TOTTEN
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E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

January 10th, 1942.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

Enclosed herewith please find copy of supplementary agreement negotiated with the Missouri-Kansas-Texas lines covering the increase in pay for train porters represented by us on that road.

It appears that the M. K. T. Management made every effort to get Brother McKinney into their office on this conference without having any one from the national organization with him. However, Brother McKinney kept us informed of each development by wire. When the conference date was finally set I made the trip to Dallas in order to sit in with him.

In the conference it developed that the Management had every intention of chiseling on the pay raise. They insisted that it should be applied to train porters on the basis of hours worked since train porters on this system average about 160 hours per man per month. It was the Company's intention to try and get out of the situation by giving the men a raise of Fifteen ($15.00) Dollars or Sixteen ($16.00) Dollars per month.

After six or seven hours of arguing the various aspects of the matter back and forth--during the course of which we turned down ~~the~~ four different propositions offered us--- we finally got together on the full Twenty-Two Dollars and Eighty Cents per month raise and the seven and one-half percent retroactive pay for September, October, and November.

Brother McKinney and the other M. K. T. men were highly elated. This seems to be the first time in the history of the group that they secured a pay increase equal to that granted white employes. Brother McKinney has agreed to initiate and carry on a campaign designed to build up the financial membership on his road.

Kindly have Brother Totten send Brother McKinney a check for $13.79. This represents $10.79 pay loss and $3.00 expense incurred incidental to the negotiation. My expenses were as follows: $21.28 railroad fare and three days maintenance. Kindly have Brother Totten forward me a check covering same.

For your information the agreement in effect with the M. K. T. lines provided three different rates of pay, namely: $130.00, $125.00 and $110.00. There are no jobs in the $110.00 bracket. Therefore, five of the men on the system will be getting $147.80 per month under the new schedule and the balance of them will receive $152.80 . Everything goes well.

Fraternally yours,
Mac.

T. D. McNeal,
Int'l. Field Organizer.

TDM/m
Encl.

San Antonio, Texas January 18, 1942

Mr. T. D. Mc. Neal
Int'l Field Organizer
Brotherhood of Sleeping Car Porters
11,N, Jefferson
Saint Louis Missouri.

Dear Sir and Brother:

From all indications it appears to me that Mr. Choate is holding out on us because he does not want to comply with the dicision of the Facts Finding Board relative to and increase in the rates of pay and back time for train porters as most all of the other roads have done. It is my opinion that if he is forced to comply he may take some retalitory measures (over which we have no control) that will not be to the best interest to the train porters employed by the IGN and SAU&G RYs.

We are on that dreaded 240 hr basis per month and none of us work more than 156 hrs per month, in addition to that we have several trains that carry only four or five cars,yet they usa porter.

I have not the slightest doubt but what we could make him kick in,but would that be the logical thing to do in view of the circumstances as stated above? He proved to us while we were in conference with him at Houston last August that he did not intend to do the right thing by us, he never has ,that I know ofgiven his colored employes the full amount of what was awarded by any board. We might be in a position to make him kick in with the standard amount but I dont see how we can defend ourselves against his retaliation if he should resort to such.
So as I see it,it puts us in a give and take position. I prefer (if it is not out of order) to settle with him on a mileage basis of 4500 nor more than 5000 miles per month with a slight increase above our present rate that we are getting on the 240 hr basis plus the back time thaan the straight award as handed down by the National Facts Finding Board.
Now do not let this letter conflict with what ever plan you and brother Randolph might have worked out that is better, I am only giving you my opinion as what we most prefer is security and satisfaction on both ½arties.

I am sure Mr. Choate will use most of the points as I have stated above when we have a conference with him in defense of his contentions,so that is why I am mentioning them to you . Let mw hear from you at once.

Fraternally yours,

Wm Fields
General Chairman B. of S. C. P. No 9

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

McNeal

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS

TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS

AN INTERNATIONAL UNION

AFFILIATED WITH THE A. F. OF L.

SOUTHWEST ZONE HEADQUARTERS
T. D. McNEAL, INTERNATIONAL FIELD ORGANIZER
413-14-15-16 PEOPLES FINANCE BLDG.
11 N. JEFFERSON STREET
ST. LOUIS, MISSOURI

FRANKLIN 0033

440

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER
217 WEST 125TH STREET
NEW YORK CITY

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

January 19, 1942

Mr. A. Philip Randolph,
International President
217 W. 125th Street
New York City, N. Y.

Dear Brother Randolph:

On Thursday January 15th, I had a long distance telephone call from Brother Webster who instructed me to leave at once for Kansas City in order to meet a representative of the Mediation Board who would be there the following morning, for the purpose of investigating the matter of representation of the train porters employed by the Kansas City Southern Railroad. I left St. Louis that afternoon.

In Kansas City it developed that the Mediation Board had been placed under the impression that there was a second party to the dispute over representation in this case. The second party was supposed to have been a so-called Employes Committee. The membership of this Employes Committee now being members of the Brotherhood, naturally did not put in an appearance to contest our claim to representation. Therefore, the representative of the Mediation Board had nothing to do but compare the signatures on our authorization forms with the signatures on the Kansas City Southern pay roll.

The signatures were all found to be authentic and Mediator Thompson assured me that the certification will be forthcoming.

I left Kansas City for St. Louis that night and arrived here the following morning, January 17th. The expenses involved was $10.75 for Railroad fare and two days maintenance. I would appreciate it if you would have Brother Totten forward me a check covering same. In passing, permit me to advise I have as yet not received a refund on the trip made to Dallas for the M. K. & T. negotiations nor have I received a refund of the $3.00 paid to Brother Dell McKinney on instructions from you.

We have not yet received any information from the Cotton Belt or the International Great Northern Railroads as to dates for conferences on the matter of the pay raise for their train porters. Both groups of men are constantly communicating with us wanting to know what is holding up the pay raise. I think this delay has had the good effect of convincing these Brothers that a pay raise is not something being granted automatically by the Railroads.

Fraternally yours,
Mac.
T. D. McNeal,
International Field Organizer.

TDM/p

Enclosed is a letter from Brother Fields.

WESTERN
UNION

[illegible]

January [illegible]

[illegible]

[illegible]

[illegible]

THIS COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

A. Philip Randolph
International President
217 West 125th Street
New York City

Milton P. Webster
1st International Vice-President
4231 South Michigan Avenue
Chicago, Illinois

Bennie Smith
2nd International Vice-President
2611-13 Michigan Avenue
Detroit, Michigan

BROTHERHOOD of SLEEPING CAR PORTERS
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413-14-15-16 Peoples Finance Bldg.
11 N. Jefferson Street
St. Louis, Missouri
Franklin 0033

Ashley L. Totten
International Secretary-Treasurer
217 West 125th Street
New York City

E. J. Bradley
3rd International Vice-President

C. L. Dellums
4th International Vice-President
1716 Seventh Street
Oakland, California

McNeal

January 31, 1942

Mr. A. Philip Randolph,
International President
217 West 125th Street
New York City, N. Y.

Dear Brother Randolph:

Just a word to advise that I left St. Louis for Tyler, Texas on Sunday January 25th and returned from the trip on Friday, January 30th.

Enclosed herewith please find signed copy of amendment of the Cotton Belt agreement. It reflects full amount of the operating employes increase.

Since Brother Bradley is leaving tomorrow on his vacation at San Antonio I would suggest that he be permitted to handle the negotiations with the International Great Northern management at Houston when a date for conference is set. Brother Bradley will be less than (300) Three hundred miles from the place of conference and says that he would like to take care of this.

Everything goes well.

Fraternally yours,

Mac.

T. D. McNeal,
International Field Organizer.

TDM/P

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
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440

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER
217 WEST 125TH STREET
NEW YORK CITY

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

February 11, 1942

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York City, N. Y.

Dear Brother Randolph:

It appears that I forgot to give you a statement relative to expense money and pay due Brother Heintz of the Cotton Belt train porter group in connection with the negotiations of the pay raise for their group of train porters.

For your information, Brother Heintz lost a total of Five Hundred (500) and eighty miles and is due three days maintenance. The Five Hundred and eighty miles at $3.06 per hundred amounts to $17.75. The three days maintenance being $9.00 makes a total of $26.75 due Brother Heintz.

In view of the fact that I am late getting this statement into your hands, I would deeply appreciate if you would ask Brother Totten to forward Brother Heintz this check at once.

Fraternally yours,
Mac
T. D. McNeal,
International Field Organizer.

TDM/p

February 16, 1942

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

I received a telegram from Mr. Choate that it will be necessary to postpone the conference scheduled for February 18th to a later date. Whenever it comes up, I hope you will proceed with the handling of it.

Now, has the Brotherhood paid all of the men who have gotten off for conferences? If not, kindly send me a list of the amounts due and to whom so I may have Totten send checks.

Fraternally yours,

A. Philip Randolph
International President

apr/mf

COPY OF
WESTERN UNION TELEGRAM

February 15, [illegible]

[illegible]

[illegible]

A. Philip Randolph

WESTERN UNION

(38)

FEB 14 AM 1

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

LC=Deferred Cable
NLT=Cable Night Letter

NT202 19 DL==STLOUIS MO 14 931A

A PHILIP RANDOLPH=
=217 WEST 125 ST NYK=

=WIRE FROM CHOATE THAT CONFERENCE WILL HAVE TO BE POSTPONED WILL GET TOGETHER ON ANOTHER DATE AND COVER MYSELF=

=T D MCNEAL.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
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DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
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E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

McNeal

Ans Feb. 28/1942

February 19th, 1942.

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

With further reference to the matter of the International Great Northern negotiations, permit me to advise that I am keeping myself in readiness to go to Houston as soon as I have heard further from Mr. Choate.

With reference to the matter of pay for the men who have gotten off for conferences, I understand from a letter from Brother Totten that each of these men have been paid. However, I will check to be sure.

A letter from the New Orleans Division informs me that plans are going ahead for your visit in April. The local there is steadily making progress under their new setup of officers. We will appreciate any encouragement you may be able to offer them.

In our telephone conversation of several days ago, you mentioned something about sending down plans for the convention. We would appreciate you getting this matter into our hands as soon as you find it convenient to do so. Incidently the Executive Secretary of the local Y. W. C. A. extends to the national organization an invitation to make the Y. W. C. A. the Headquarters for the Ladies Auxiliary during the convention. She would like to know if possible the approximate number of women who will attend the various sessions of the Auxiliary Convention. I would appreciate you dropping her a line accepting the invitation and giving her such information as is now available. The name is Mrs. Anna Lee Scott and the address, Phyllis Wheatly Branch Y. W. C. A. 2709 Locust Street, St. Louis, Missouri.

I have a letter from Brother Richard Bennett from the Texas and Pacific Train porter group in which he asks that the train porters' committee set up for the purpose of thrashing out the dispute between the Texas and Pacific and the

Missouri Pacific hold its meeting and finish its work. I am sending the letter to Brother Fields at San Antonio since he is chairman of the committee.

Things generally are going along O. K.

Fraternally yours,
Mac.
T. D. McNeal,
Int'l Field Organizer.

TDM/m

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

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3RD INTERNATIONAL VICE-PRESIDENT

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4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

McNeal

440

February 20th, 1942.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

The membership of the Missouri Pacific Train Porters' Local is continuously asking us what is being done by the organization in an effort to get Brother William King back to work. One or two of the officers asked me to suggest that you write Mr. H. E. Roll, Chief Personnel Officer, about the King matter.

You will recall that you discussed this with Mr. Roll on the occasion of the negotiation of the Missouri Pacific's supplementary agreement. He told you at that time that he would talk with King's Superintendent in an effort to get the matter straightened out.

If you have already outlined the plans for the labor conference to be held at New Orleans I would appreciate it if you would send me a copy of same. Everything goes well.

Fraternally yours,
Mac
T. D. McNeal,
Int'l. Field Organizer.

TDM/m

A. Philip Randolph
International President
217 West 125th Street
New York City

Milton P. Webster
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McNeal

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Ashley L. Totten
International Secretary-Treasurer
217 West 125th Street
New York City

E. J. Bradley
3rd International Vice-President

C. L. Dellums
4th International Vice-President
1716 Seventh Street
Oakland, California

February 23rd, 1942.

Mr. A. Philip Randolph
International President,
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

With further reference to the negotiation of the supplementary wage agreement with the St. Louis-Southwestern Railroad Company (Cotton Belt) this is to advise that I have a letter from Brother Wm. Heintz, General Chairman in that group, informing me that he has not been compensated for the time lost and the expense incurred on this occasion. These negotiations were consumated in January.

Brother Heintz lost a total of 580 miles and is due three days maintenance. The 580 miles at $3.06 per hundred amounts to $17.75. The three days maintenance being $9.00 makes a total of $26.75 due Brother Heintz.

I would appreciate it if you will ask Brother Totten to send Brother Heintz a check for Twenty-Six Dollars and Seventy-Five Cents ($26.75) immediately.

Fraternally yours,
Mac,
T. D. McNeal,
Int'l. Field Organizer.

TDM/m

cc: Ashley L. Totten

Feb 27, 1942

McNeal

WESTERN UNION

1003PM.

SYMBOLS

MPC129 :3 4 EXTRA=DUPLICATE OF TELEPHONED TELEGRAM=
STLOUIS MO FEB 27 1111A

A PHILIP RANDOLPH, CARE M GREGORY ROGERS HOTEL=(1624 29 AVE)=

SUCCEEDED IN GETTING INTERNATIONAL GREAT NORTHERN TO SIGN AGREEMENT GRANTING FULL PAY INCREASE AND RETROACTIVE PAY TO TRAIN PORTERS. KINDLY AUTHORIZE BROTHER TOTTEN TO PAY DELL MCKINNEY FOR NEGOTIATIONS WITH HIS ROAD IN JANUARY AND FIELDS FOR HOUSTON TRIP=

T D MCNEAL.

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(10)

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL=Day Letter
NT=Overnight Telegram
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

NT117 25 DL=STLOUIS MO 16 1037A

1942 MAR 16 PM 2 1[illegible]

A PHILLIP RANDOLPH=
217 WEST 125 ST=

YOUR OUTLINE FOR NEWORLEANS CONFERENCE CALLS FOR MASS MEETING THERE SUNDAY APRIL 19TH YOUR LETTER TO SHREVEPORT SCHEDULESMEETING THERE SAME DATE KINDLY ADVISE IMMEDIATELY

=T D MCNEAL.

19K.

March 17th
1 9 4 2

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

This is to advise that we will be in Shreveport the 16th, 17th and 18th, and our first meeting in New Orleans will be Sunday afternoon, April 19th.

Kindly write me and let me know what your carfare will be round trip and how many days will be involved. I think it will be about two weeks.

Fraternally yours,

A. Philip Randolph
International President

apr/mf

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS

AN INTERNATIONAL UNION
AFFILIATED WITH THE A. F. OF L.
SOUTHWEST ZONE HEADQUARTERS
T. D. McNEAL, INTERNATIONAL FIELD ORGANIZER
413-14-15-16 PEOPLES FINANCE BLDG.
11 N. JEFFERSON STREET
ST. LOUIS, MISSOURI
FRANKLIN 0033

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER
217 WEST 125TH STREET
NEW YORK CITY

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

McNeal

440

March 18, 1942

Mr. A. Philip Randolph,
International President
217 West 125th Street
New York City, N. Y.

Dear Brother Randolph:

Just a word to suggest that in connection with your visits to San Antonio and Ft. Worth it will be well to write the train porter locals in those cities asking their cooperation and participation in promoting meetings, etc.

My reason for this suggestion is that these Brothers feel slighted in not being asked to participate in such activities when National Officers are in town.

Fraternally yours,
Mac
T. D. McNeal,
International Field Organizer.

TDM/p

McNeal

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

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C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

March 23, 1942

Mr. A. Philip Randolph,
International President
4231 South Michigan Avenue
Chicago, Illinois

Dear Brother Randolph:

With further reference to the matter of the Labor conference to be held at New Orleans and to your letter of a few days ago on this matter. May I state that it is my feeling that I should arrange to arrive in New Orleans more than six (6) days before the opening of the conference.

I feel that in view of the fact that I will have to assist the group in getting together a souvenir journal and the publicity incidental to the conference that I should be in New Orleans at least ten (10) days before the opening day. The car fare for the round trip will be $21.30.

It will be necessary for me to go to Dallas in connection with a hearing to be held there early next month growing out of charges filed by the organization against company officials as a result of a brutal attack on a Brotherhood man at Alexandria, Louisiana on February 27th. The Superintendent at Dallas has not yet notified us of the date of this hearing but under Rule 50 it should be held immediately following April 1st. This trip will involve four days maintenance, since it will be necessary for me to stay there an additional day in order to proof read and sign the transcript, and the car fare will be $21.36. I would appreciate you authorizing Brother Totten to send me the money for the Dallas trip by the end of this week and the money for the New Orleans trip early next month.

In spite of continued requests for cooperation the New Orleans group is not keeping me fully informed as to what is being done on the conference. This is the big reason for wanting to get in there in time to make changes if such changes are found necessary.

Fraternally yours,

Mac,

T. D. McNeal,
International Field Organizer.

TDM/p

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

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4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

McNeal

440

March 24th, 1942.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters
4231 S. Michigan Blvd.,
Chicago, Illinois.

Dear Brother Randolph:

For your information I am enclosing herewith a letter received today from Brother Richard Bennett of the Texas & Pacific Train Porter group. You will note that Brother Bennett is still complaining about the failure of the Special Train Porter Committee to function. I am also enclosing a copy of my reply to his letter.

I am writing Fields, Chairman of the committee, suggesting that he get the Committee together at Dallas during your visit there in May.

Fraternally yours,
Mac.
T. D. McNeal,
Int'l. Field Organizer.

TDM/m
Encl-2

P. S. It has been quite some time since the Board promised us a ~~certif~~ certification in the K. C. S. matter. May I suggest that you write the Board Secretary for information on this matter. We are constantly receiving inquiries from the men involved.

T. D. M.

Mcneal

March 25, 1942

Mr. T. D. McNeal,
Secretary-Treasurer
St. Louis Division, B.S.C.P.
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

I have written Totten to send you maintenance for twenty-one (21) days--four (4) days for trip to Dallas on case of porter and seventeen (17) days to work on New Orleans Brotherhood conference. He is also sending you Forty-two Dollars ($42.66) and sixty-six cents carfare to Dallas and carfare to New Orleans and return.

I note the letter from Brother Benoit and your reply to him. We will have to urge this train porters committee to get together and work on that case.

Fraternally yours,

A. Philip Randolph,
International President

APR:ft

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

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2611-13 MICHIGAN AVENUE
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BROTHERHOOD of SLEEPING CAR PORTERS

TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS

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3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

440

March 25, 1942

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
4231 So. Michigan Avenue
Chicago, Illinois

Dear Brother Randolph:

Just a word to request that you and Brother Webster send mats of yourselves to the locals at Shreveport, Houston, San Antonio, Ft. Worth and Dallas to be used in newspaper publicity in connection with your visits to these Divisions.

Please rush the mats to Shreveport since that will be your first stop on the tour.

If there is any way possible to do so we would appreciate you so arrangeing your itinerary as to permit a short stop at Memphis. As you know neither of you have ever visited this Division. We are constantly confronted with complaints from the membership there that although they have built up one of the best organizations in the South yet neither of you seem to want to pay them a visit. We have explained to the membership at Memphis why you have not visited them in the past. However, it is going to be pretty difficult to make them see why they are not included on the itinerary on the next tour over the Southwest, in view of the fact that you are visiting Divisions all around them and several of the Divisions visited are smaller than Memphis.

With kindest personal regards, I am

Fraternally yours,

Mac

T. D. McNeal,
International Field Organizer.

TDM/p

cc to M. P. Webster.

March [illegible]
1 9 4 2

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Find enclosed letter which is self-explanatory. I hope you will examine this situation immediately and proceed along the lines to secure a favorable adjustment for the train porters.

I think this matter involves a claim, and that is the way I would suggest you proceed. I would advise that you discuss it with Web and get his advice also.

I will write the train porters in the districts in Texas we plan to visit as you suggest.

Fraternally yours,

A. Philip Randolph
International President

apr/af
Enc

McNeal

March 26, 1942

Mr. T. D. McNeal, Secretary-Treasurer
St. Louis Division
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Thanks for your letter of March 25th, concerning my sending mats of Web and myself to the Divisions in Texas we plan to visit, and also your observations on a visit to Memphis. I will see if we can arrange to make a stop of three (3) days in Memphis and advise you.

I am having mats sent as you request.

Fraternally yours,

A. Philip Randolph,
International President

APR:ft

McNeal

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

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217 WEST 125TH STREET
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E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

March 30, 1942

Mr. A. Philip Randolph,
International President
217 West 125th Street
New York City, N. Y.

Dear Brother Randolph:

I have a letter from Brother George Thompson , a Cotton Belt train porter who lives at 1013 E. Washington Avenue, Jonesboro, Arkansas. Brother Thompson says that on February 17th last he sent you a money order for $6.00 to apply on his tax of $12.00. He sent this to you because he did not understand that the tax was to be paid to his local Secretary-Treasurer. Since that time he paid the balance of $6.00 to Brother William Heintz who is President of the Cotton Belt train porters organization. I would appreciate you advising our office and Brother Heintz whether or not this $6.00 payment was received.

In the event that the money order was received please see that Brother Totten is informed as to the local organization of which Brother Thompson is a member.

With kindest personal regards, I am

Fraternally yours,
Mac
T. D. McNeal,
International Field Organizer.

TDM/p

April 3, 1943

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 N. Jefferson Street
St. Louis, Missouri

Dear Mac:

I want to urge that you keep behind the New Orleans Division and make the program of the Labor Conference a success. They have had ample time.

Fraternally yours,

A. Philip Randolph
International President

apr/mf

McNeal

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

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C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

May 27, 1942

Mr. A. Philip Randolph,
International President
217 W. 125th Street
New York City, N. Y.

Dear Brother Randolph:

I am enclosing herewith the bill received from the Court Reporter at Dallas in connection with the W. Sharper hearing. May I ask that this bill be taken care of as soon as possible in view of the fact that it is my understanding that Pullman has already paid their end of the bill.

The local March On Washington Committee is taking definite shape and in my opinion will be a real force in the community. I would appreciate you writing up the preamble to the constitution to the March On Washington Movement and getting a copy of same into our hands at your earliest convenience. Too, I will appreciate you continuing to send us copies of propaganda and other publicity gotten out by other units of the movement. In this manner we can keep abreast of the National movement.

From all indications it appears that we are going to have some trouble out of the New Orleans Division in connection with their elections. Information reaching us from New Orleans indicates that some of the fellows are starting a factional fight again. I will keep you advised.

Brother Crutcher is arranging a get-together with the State's Attorney at Little Rock in connection with the Missouri Pacific matter. As soon as he has made this contact I will go to Little Rock to investigate the possibility of getting the State's cooperation in enforcing the Arkansas full-crew-law.

Things generally are going along O. K.

Fraternally,
T. D. McNeal
T. D. McNeal,
International Field Organizer

TDM/p

2nd Floor Criminal Courts Building,
Dallas, Texas; May 22nd, 1942.

Brotherhood of Sleeping Car Porters,
An International Union.

Attention: Mr. T. D. McNeal, International Field Organizer,
413-16 Peoples Finance Building,
11 N. Jefferson Street, St. Louis, Mo.

To: TODD MITCHELL, Official District Court Reporter,. . . DR:

May 8th, 1942; To Transcript of the Continuation of the Hearing accorded Porter W. Sharper of the Dallas District; 1-copy; 324-pages;.	$162.00
May 10th, 1942; To Transcript of the Hearing accorded Porter W. Sharper on Charges Preferred against Porter Sharper of the Dallas District by The Pullman Company; 1-copy; 279-pages;.	$139.50
May 8th, 9th & 10th, 1942; Reporter's Per Diem for reporting the above proceedings;.	$ 30.00
To Photostatic copies of exhibits for the record; (original invoices attached to The Pullman Company's statement).	$ 4.53
TOTAL FEE due Todd Mitchell,.	$336.03
TOTAL FEE due Todd Mitchell from the Brotherhood of Sleeping Car Porters, one-half of total fee (by agreement),.	$168.01
Postage prepaid on the above to St. Louis, Registered, Special Delivery mail,.	$ 3.31
TOTAL AMOUNT OF THIS BILL DUE BY THE BROTHERHOOD OF SLEEPING CAR PORTERS TO TODD MITCHELL,.	$171.32

Please mail check to Todd Mitchell, Official Court Reporter, 2nd Floor Criminal Courts Building, Dallas, Texas. THANK YOU.

APPROVED:

T. D. McNeal

WESTERN UNION

R. B. WHITE
PRESIDENT

J. C. WILLEVER

June 5, 1943

[illegible]
Brotherhood of Sleeping Car Porters
[illegible]
[illegible]

[illegible] [illegible] WILL BE AT [illegible] HOTEL, ST. LOUIS, JUNE 7TH TO [illegible] APPRECIATION OF [illegible] ORGANIZATION [illegible] [illegible] [illegible] [illegible]. [illegible] [illegible] [illegible] BROTHERHOOD OF SLEEPING CAR PORTERS.

A. Philip Randolph

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

WESTERN UNION

A. N. WILLIAMS PRESIDENT

NEWCOMB CARLTON CHAIRMAN OF THE BOARD

J. C. WILLEVER FIRST VICE-PRESIDENT

AA579 57 NT=STLOUIS MO 9 [illegible] JUN 9 PM 7 52

A PHILIP RANDOLPH= 217 W 125

CARE OF BROTHERHOOD OF SLEEPING CAR PORTERS

217 WEST 125TH ST NYK=

HAD CONFERENCE WITH MEDIATOR ON MISSOURI PACIFIC TRAIN PORTERS TODAY. NO POSSIBILITY OF AVOIDING ELECTION. INFORMED MEDIATOR WE FELT FRAUD HAD BEEN USED IN SECURING LARGE NUMBER OF AUTHORIZATIONS RESULTED IN POSTPONING BEGINNING OF BALLOTING UNTIL SOMETIME AFTER JUNE 17. HAVE PUT UNDER WAY PRE-ELECTION CAMPAIGNS. NOTICE FOR MEETING ON THIRTEENTH SENT OUT. EVERYTHING POSSIBLE BEING DONE=

T D MCNEAL.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

WESTERN UNION

A. N. WILLIAMS
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EB345 16=ST LOUIS MO 15 248P

A PHILIP RANDOLPH=

1942 JUN 15 PM 5 09

DLR 217 WEST 125 ST=

Mc Neal

COMFEY AND PETTIS ORGANIZATION HAVE REQUESTED BOARD FOR A RECESS IN SETTLEMENT OF DISPUTE LETTER FOLLOWS=

T D [illegible] MCNEAL.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1907 Garden St.
SHREVEPORT, LOUISIANA
June 15, 1942

Mr. T. D. McNeal,
Internation Field Organizer
11 N. Jefferson Street
St. Louis, Missouri
Dear Sir and Brother;

A Corrispondence to you in a few lines to see if you are still trying to help me in wagies increase and working Condition We are waiting pateniosly for your reply, but I am afraid that the men are getting impatenious, but I will try to hold then to-gether. I have one more expecting to join. Please write me of some incouragement whether you are doing something for me or not. I am expecting to here from you in a early date.

Fraternally yours,

Mack McCoy

Refer

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

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4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

440

June 18, 1942

Mr. A. Philip Randolph,
International President
217 W. 125th Street
New York City, N. Y.

Dear Brother Randolph:

I am enclosing herewith a self explanatory letter received from Brother Mack McCoy head of the Kansas City Southern train porter group.

You will recall that we were certified to represent this group in January of this year. Since that time no effort has been made by the Brotherhood to secure the pay raise for them. In fact the certification had been issued almost two months before I learned of it. Permit me to suggest that we do something about this case immediately.

Please be kind enough to write Brother McCoy an encouraging letter and tell him what action is being taken.

With further reference to the conversation we had here in St. Louis relative to money due the St. Louis local from the International organization, permit me to advise that a total of $23.60 is due us for expenses incurred at Dallas in connection with the hearing of the dispute between the Missouri Pacific train porters and the Texas and Pacific train porters on May 11th last. In addition to this, the National office owes me a refund of $22.80 for tickets I purchased for you and Brother Webster when you left here for Chicago on May 16th. I would appreciate you having Brother Totten send me a check to cover these amounts in order that I may balance my accounts.

The March-On-Washington group is moving along fine with a march on the U. S. Cartridge Company scheduled for Saturday, June 20th. We have succeeded in interesting the local White daily papers in the fight and all of them have assumed an attitude favorable to us. You will be advised of the outcome.

Fraternally yours,
Mac.

T. D. McNeal,
International Field Organizer

TDM/p
Encl.

June 23, 1943

Mr. Mack McCoy
1807 Garden Street
Shreveport, Louisiana

Dear Brother McCoy:

Permit me to advise that the Kansas City Railroad Company has been written for a conference to negotiate an agreement concerning wage rates and concurring rules.

The management replied, requesting an advance copy of our propo[illegible] rules. I answered advising that we would present our copy of agreement t[illegible] we want to negotiate with them upon our appearance at the conference. I have not heard from them since. I am writing them again requesting a conference and if they don't grant one, I will refer them to the National Mediation Board.

You may so advise the men. Be assured that we will get a conference.

Fraternally yours,

A. Philip Randolph
International President

APR:es

June 23, 1942

Mr. T. D. McNeal, Secretary-Treasurer
St. Louis Division, B. S. C. P.
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Find enclosed check for money advanced by yourself for expenses incurred in Dallas in connection with the dispute between the Missouri Pacific train porters and the Texas Pacific train porters, and also advances for tickets for Web and myself for the trip from St. Louis to Chicago, May 19th. Total: $46.40.

I hope the demonstration against the little arms plant in St. Louis stirred up the people of St. Louis and scared the defense plants there. We will certainly get action and results.

Relative to the Kansas City train porters, may I say that I wrote the company calling for a conference and the company requested an advanced copy of our proposal. I wrote again stating that we would present our proposal at the conference. I haven't heard from them since, but I will write again telling them that if they don't grant a conference soon, I will take the matter up with the National Mediation Board.

I am writing Mack McCoy to this affect.

Fraternally yours,

A. Philip Randolph
International President

APR:ea

McNeal

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

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1716 SEVENTH STREET
OAKLAND, CALIFORNIA

June 29, 1942

Mr. A. Philip Randolph,
International President
217 W. 125th Street
New York City, N. Y.

Dear Brother Randolph:

With further reference to the amounts due the St. Louis local from the National organization, this is to advise that the National organization owes us the following: $23.60 for expense incurred at Dallas in connection with the dispute between the Missouri Pacific and the Texas & Pacific train porters, $22.80 for tickets purchased for you and Brother Webster and $63.00 advanced to Brothers Crutcher, Gill and Crews for expense on their one week tour of the Missour Pacific system preparatory to the Mediation Board election, of which you know. This makes a total of $109.40.

In connection with the campaign conducted by the Brothers on the Missouri Pacific, please have Brother Totten send checks to Crutcher, Crews and Gill for the following amounts to cover the time lost by these men during the week of campaigning. Robert Gill, $28.56, R. C. Crews, $28.56 and St. Clair Crutcher $35.15. I would suggest that you send the checks to our office here and we in turn will get the checks to the men. These amounts, as explained, is compensation for the time lost, the amounts due us is for expense money which we advanced these men before they began the campaign.

With further reference to our conversation at Chicago relative to the Missouri Pacific situation, I would suggest that we insist on the election going ahead if one is to be held. It is my understanding that Coffey and some Negro lawyer from Kansas City, Kansas are actively campaigning against us and are spreading all kinds of propoganda. With this in mind I agree with your suggestion that we take Crews off the road again and have him spend at least a couple of weeks covering the entire system again. I discussed this matter with Crews this morning and have instructed him to make preparation to lay off on July 2nd with the view of leaving St. Louis on a tour of the system. Crews' basic rate of pay is $152.00 per month. This is approximately $5.10 per day. During the time that he is engaged in the campaigning it will be necessary to pay him this $5.10 per day plus $3.00 per day for his expenses. There will be no railroad fare involved since he can secure passes to cover all the transportation needed.

I would appreciate you okaying sending Crews on this tour at the earliest possible time.

With further reference to the Missouri Pacific situation, I think it will be well for me to take off two or three days to run down to Little Rock with the view of discussing the alleged violation of the state full crew law by the Missouri Pacific Railroad with Arkansas State Officials. Too, I think it would be well for us to arrange a conference with the Missouri Pacific Personnel Department to discuss this case and the several claims of the Brotherhood of Railway Trainmen against the Missouri Pacific Railroad through which they hope to displace the train porters on their system. I think the most intelligent approach to this matter will be to have some sort of understanding with the carrier since for economic reasons they are interested in keeping the train porter on the job. As I see it, it might be well for us to plan carrying this claim to the 4th Division of the Board charging violation of the train porters agreement in the event that their work is turned over to trainmen. Winning such a case would at least bring about a stale mate. In the meantime I definitely feel that for the protection of the train porter the Brotherhood should take steps to place one of its own men on the 4th Division of the National Railroad Adjustment Board.

For your information, permit me to advise that Mr. Roll head of the Missouri Pacific Personnel Department talked with Crtucher about the matter of these cases going to the Board and urged that the Brotherhood get into the picture at the earliest possible time since the trainmen are leaving no stone unturned in their efforts to displace the train porters. Most of the information we would need to build up an air tight case to present in behalf of the train porters would have to be secured from the Missouri Pacific management in view of the fact that the only other people who have copies of the agreements, memorandum, understandings, etc., would be Coffey and Fairchild. Please advise me as soon as possible what your reaction is to my suggestion for the conference with the Missouri Pacific management. Also advise whether or not I should arrange to make the trip to Little Rock sometime within the next week.

There has been a lot ofcriticism about our slowness in taking up the Arkansas State matter.

We will appear before the city authorities on July 1st to make application for the use of the city Auditorium for our March On Washington protest meeting. We are asking for August 14th but don't know yet whether or not that date has already been taken. You will be advised immediately upon the completion of the deal with the city. Local defense industries are definitely backing up and are actually advertising in all the daily papers for Negro skilled workers. I will be necessary, of course, to not only keep the heat on but to intensify it in order to prevent the war industries here from pulling any fast ones on us.

Fraternally yours,

T. D. McNeal

T. D. McNeal,
International Field Organizer

TDM/p

July 1, 1942

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

[illegible] the checks for yourself for money outlaid and for Brothers [illegible], Crews and Gill mentioned in your letter of recent date, may I say that these checks have already been forwarded to you.

Now I think it is a good thing for you to arrange a conference with the Missouri Pacific management to discuss with them the claims the Brotherhood has against them and also this question of the Brotherhood of Railroad Trainmen's effort to displace train porters.

I also agree to your suggestion that you make a trip to Little Rock to talk with the State's Prosecuting Attorney concerning the train porter's claim to the shuttle runs. I agree that it would be adviseable also to have Brother Crews spend two weeks covering the system of the Missouri Pacific Railroad and that we pay him $5.10 per day plus $3 for expenses. I suggest that you start Brother Crews out July 2nd and that you plan to make a trip to Little Rock and that you also arrange to have a conference with the Missouri Pacific Railroad.

On the matter of the March On Washington protest meeting, may I suggest that if you can't get August 14th, that you don't take a date earlier than that because you will need plenty of time for a big meeting of that sort.

Fraternally yours,

A. Philip Randolph
International President

APR:mf

July 1, 1942

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Find enclosed checks for yourself for money outlaid and for Brothers Crutcher, Crews and Gill as per your letter of recent date.

Now I think it is a good thing for you to arrange a conference with the Missouri Pacific management to discuss with them the claims the Brotherhood has against them and also this question of the Brotherhood of Railroad Trainmen's effort to displace train porters.

I also agree to your suggestion that you make a trip to Little Rock to talk with the State's Prosecuting Attorney concerning the train porters' claim to the shuttle runs. I agree that it would be advisable also to have Brother Crews spend two weeks covering the system of the Missouri Pacific Railroad and that we pay him $5.10 per day plus $3 for expenses. I suggest that you start Brother Crews out July 2nd and that you plan to make a trip to Little Rock and that you also arrange to have a conference with the Missouri Pacific Railroad.

On the matter of the March on Washington protest meeting, may I suggest that [illegible] you can't get August 14th, that you don't take a date earlier than that because you will need plenty of time for a big meeting of that sort.

Fraternally yours,

A. Philip Randolph
International President

AIRMAIL
SPECIAL

July 2, 1942

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Received letter from Brother Crutcher that trainmen are pushing ahead with a view to displacing train porters on the Missouri Pacific. I want to urge that you get in touch with Brother Crutcher and arrange to go to Little Rock immediately to confer with the state's prosecuting attorney on the matter.

We have got to keep this issue active and let the men know that we are fighting it to the limit. I would also call for a conference with the Missouri Pacific management and have Crutcher and Brad and some of the other train porters to go in with you to discuss plans for meeting the move of the trainmen to displace train porters.

Crutcher claims that a conference with one of the officials of the Missouri Pacific that he was told that Missouri Pacific wants to co-operate in fighting to save the train porters' jobs. Of course we know this is done in the interest of economy from the point of view of the railroad. Nevertheless if we can use them to save the train porters jobs, it is sound strategy for us to do so. At least they have information that can be useful to us when we intervene before the National Railroad Adjustment Board.

Fraternally yours,

A. Philip Randolph
International President

apr/mf

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS
AN INTERNATIONAL UNION
AFFILIATED WITH THE A. F. OF L.
SOUTHWEST ZONE HEADQUARTERS
T. D. McNEAL, INTERNATIONAL FIELD ORGANIZER
413-14-15-16 PEOPLES FINANCE BLDG.
11 N. JEFFERSON STREET
ST. LOUIS, MISSOURI
FRANKLIN 0033
440

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER
217 WEST 125TH STREET
NEW YORK CITY

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

July 2, 1942

Mr. A. Philip Randolph,
International President
217 W. 125th Street
New York City, N. Y.

Dear Brother Randolph:

This will acknowledge receipt of checks covering the following: The expense of the train porter conference at Dallas, the refund of railroad fare of you and Brother Webster and the checks covering the time lost off of their jobs by Crutcher, Crews and Gill.

However, I did not receive the check for $63.00 to cover the one week expense money given to the three men before they went out on the campaign. You will recall that you authorized me to give these men expense for the week of campaigning prior to the time they went out. I would appreciate the National office forwarding this check for $63.00 in order that I may balance my accounts.

Plans are going ahead for the massive protest demonstration in St. Louis on August 14th. I am to appear before the city Commission at 10:00 AM tomorrow morning in an effort to get them to donate the city Auditorium at cost.

July 15

July 22

I think it would add something to our meeting here if Walter White of the N. A. A. C. P. can arrange to appear on the program with you and Brother Webster. As I see it, the National office of the N. A. A. C. P. should be willing to bear his expense in view of the fact that they are subscribing to the movement and in view of the fact that we will not find it possible to take on too much additional expense bringing in speakers. I would appreciate it if you will see what you can do on this.

Everything goes well.

Fraternally yours,

T. D. McNeal

T. D. McNeal,
International Field Organizer

TDM/p

July 6, 1942

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Brother McNeal:

I received your letter of July 2nd. I am having Brother Totten send you a check for $50.00 for the expense money of the three men who worked on the campaign of the Missouri-Pacific System, in the interest of the Brotherhood.

I note that you are working on the plans for the big public meeting.

I think your suggestion for Walter White to speak at this meeting is good, and I will ask Walter White to do so.

Fraternally yours,

A. Philip Randolph
International President

APR/ab

July 10, 1942

Mr. T. D. McNeal, International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Kindly send me the minutes of the conference of the train porters in which decision was made to have a committee of train porters to investigate the questions in dispute between the Texas Pacific and Missouri Pacific Railroads.

Is it your understanding that all the train porters of this district agreed to abide by the decision of the committee which was appointed, or what was your understanding?

Brother Bennett is contesting the decision and contends that the case was to be carried to the National Railroad Adjustment Board. Kindly let me know from you at your earliest convenience.

Fraternally yours,

A. Philip Randolph
International President

APR:es

McNeal

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
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2ND INTERNATIONAL VICE-PRESIDENT
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BROTHERHOOD of SLEEPING CAR PORTERS
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3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

July 14, 1942

Mr. R. Philip Randolph,
International President
217 W. 125th Street
New York City, N. Y.

Dear Brother Randolph:

Replying to your letter of July 10th please find enclosed herewith copy of minutes of the meeting of traih porters held at St. Louis on November 27, 1941. I have marked off in red pencil that part of the meeting concerning the Texas & Pacific-Missouri Pacific dispute.

It was understood by the two sides of the dispute that the decision of this committee would be binding. This was also agreed to at the beginning of the hearing at Dallas.

Things are going along nicely for the protest meeting to be held in St. Louis August 14th. The Auditorium,seating 15,000 people has been engaged at a cost of $450.00. The Brotherood is under-writing this initial outlay as per my understanding with you at Chicago on the 27th. This money is to be repaid the organization from the current campaign for contribution and the collection to be lifted at the meeting. We are now busy raising the five or more hundred dollars necessary for advertising, etc., in connection with the promotion which looks like the campaign will be a success.

Kindly have Brother McLaurin send me copies of the material used in connection with your black-out and copies of other material gotten out in connection with the protest meetings at New York and Chicago.

With kindest personal regards, I am

Fraternally yours,

T. D. McNeal

T. D. McNeal,
International Field Organizer

TDM/p
Dictated but not read.

McNeal

1208 East 20th Street
Los Angeles, California
July 15, 1942

Mr. T. D. McNeil
International Field Representative
11 N. Jefferson Street
St. Louis, Mo.

Dear Brother McNeil:

Your letter of July 11 concerning problem of train porters on the Shuttle in relation to the Brotherhood of Railway Trainmen and Missouri Pacific Railroad, and the full crew bill. I agree with you that it will well for us to precede in this matter carefully so that we wont have any adverse decisions of the court against us, which would be used as propaganda by the Coffey crowd. I wish you would look around St. Louis for a good responsible lawyer so that we may talk with him about it, and have him precede in studying the case. How about the lawyer who handled the pullman porter casses who were fired, and finally got settlement from the company? He seemed to be quite shrewdand skillful. I wish you would look him up and have a talk with him about it, or do you think a lawyer from Arkansas would be better? At any rate, I think it might be well for you to discuss this question with the lawyer in St. Louis, and when Web. and I come to St. Louis we can take it up with him again.

On this matter of the Brotherhood intervening against all the brothers of the railway trainmen to save the train porters jobson the Missouri Pacific.

PAGE MISSING IN THE ORIGINAL COLLECTION

McNeal.

BROTHERHOOD OF SLEEPING CAR PORTERS

1208 E. 20th Street
Los Angeles, California
July 16, 1942

Mr. T. D. McNeil
International Field Representative
11 N. Jefferson Street
St. Louis, Missouri

Dear Brother McNeil:

Your letter of July 11, concerning problem of train porters on the Shuttle in relation to the Brotherhood of Railway Trainmen and the Missouri Pacific Railroad, and the full crew bill. I agree with you that it will be well for us to precede in this matter carefully so that we wont have any adverse decisions of the court against us, which would be used as propaganda by the Coffey crowd. I wish you would look around St. Louis for a good responsible lawyer so that we may talk with him about it, and have him precede in studying the case. How about the lawyer who handled the pullman porter cases who were fired, and finally got settlement from the company? He seemed to be quite shrewd and skillful. I wish you would look him up and have a talk with him about it, or do you think a lawyer from Arkansas would be better? At any rate, I think it might be well for you to discuss this question with the lawyer in St. Louis, and when Web. and I come to St. Louis we can take it up with him again.

On this matter of the Brotherhood intervening against all the brothers of the railway trainmen to save the train porters jobs on the Missouri Pacific, we will go into this matter very carefully, and map out a campaign and strategy forthwith.

We will give some thought to putting men on the Fourth Division of the National Railway Adjustment Board.

I think the cooperation of the Missouri Pacific in this fight will be most helpful, not only in making an effective case but also in breaking down the influence of Coffey and Fairchild.

7/16/42

I think you are right in beginning a grape vine campaign among the men about the cooperation of the Missouri Pacific and porters. This is the best weapon we could have.

How is the giant mass meeting proceeding?

Fraternally yours,

A. Phillip Randolph

j.

McNeal.

August 1, 1942

Mr. T. D. McNeal, Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

I am sending out Calls for the Brotherhood Convention this week. I will send you the tentative program.

Now, we will have the following to plan for:

1. Public meeting - Sunday, September 13, in the afternoon. Speakers: Myself, Webster and the other Vice-Presidents, and Mrs. Halena Wilson, International President of the Ladies' Auxiliaries.

2. A party for the delegates. Brother Totten will supply the funds for this. You can plan to make it quite elaborate, with music for dancing and etc., with plenty of food and everything to drink. This is to be free.

3. If possible, a sight-seeing tour, with a chartered bus, or busses, as the number may require. Brother Totten will furnish the money for this.

These are the three main features to plan for. I would engage the church now, and also the place to have the party.

I assume St. Louis will have a big dance of its own which will serve to make some revenue for the Local.

Fraternally yours,

A. Philip Randolph,
International President

APR:ft

Mc Neal

August 19, 1942

Mr. T. D. McNeal, International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Concerning the convention, may I suggest the following things:

1. Sessions of the convention will be held each morning and afternoon of the 14th, 15th, and 16th of September. It is my purpose to have the convention end the evening of September 16th, Wednesday. We may be able to conclude our business by then. However, the affairs of the convention will carry us on through Saturday, that is, the dances, parties, etc.

2. Have the hall for the party and the convention decorated in the patriotic colors of red, white and blue including flags and bunting.

3. Have souvenir caps and whistles and other noise makers for the party. If they can be in patriotic colors, that will be fine.

4. The mass meeting will be held on Sunday afternoon, September 13th at whatever church you select. Of course, there will be no collection.

5. As nearly as possible, enlist some cars of the brothers to meet the delegates at the station. Of course, the delegates are supposed to pay for their taxi fare unless

Mr. T. D. McNeal
11 North Jefferson Street
St. Louis, Missouri

August 19, 1942

the brothers want to give them a free ride from the station to the convention.

6. I would suggest that you and Mrs. Bailey and Mrs. Lee cooperate on programs so that there will be no conflicts with respect to datesfor affairs.

Brother Webster has mailed you under separate cover a check for $500 for general expenses of the convention. When it is necessary to have additional funds, kindly let me know.

Find enclosed a copy of letter by McLaurin in reply to George Schuyler who is busy attacking me and the March On Washington Movement.

Fraternally yours,

A. Philip Randolph
International President

APR:ee

August 28, 1942

Mr. T. D. McNeal, International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Sister Wilson, International President of the Ladies Auxiliary says that your Convention dance is arranged to take place the same night of the reception of the Ladies Auxiliary.

I hope you will look into this immediately and correct this conflict. Either the dance or the reception must be changed.

I suggest that you and Bradley communicate with Sister Wilson and advise her about the program of the Convention so there will be no conflicts.

You spoke in your letter about the anonymous threatening letter you received and also that it is held that the playlet, "The Watchword is Forward," is seditious. Let them claim anything they want to. It's just a case of some crackers who recognize that this playlet is a powerful indictment of the South, and in fact, America in relation to the Negro.

I think your plan to hold a prayer meeting at the City Hall on this question of discrimination has dramatic possibilities. I'm glad that you are planning also to make the March on other defense plants.

Fraternally yours,

A. Philip Randolph
International President

APR:ef

[illegible]
McNeal

September

September [illegible]

Mr. T. D. McNeal, International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Find enclosed copy of agreement of the Kansas City Southern train porters. You may use it as a basis for preparing a set of proposals to present to the company.

I have written the company regarding the conference, and they have agreed to a conference but have requested a copy of proposals in advance. Since these men are so eager to have a revision of the contract made as soon as possible, I wish you would draft the agreement for presentation for them and send it to the company as follows:

Mr. J. R. Pritchett, Assistant to President
Kansas City Southern Railway Company
Kansas City, Missouri

Request from him the date when conference may be held for discussion of the agreement on changes of rates of pay and rules governing working conditions. The sooner you get [illegible], the better, since these men are constantly worrying me about the agreement.

How are the affairs for the convention getting along?

Fraternally yours,

A. Philip Randolph
International President

APR:[illegible]

September 9, 1942

Mr. T. D. McNeal, International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Just a word to say that the New York delegates will leave New York Saturday, September 19th, for St. Louis to attend the convention.

Kindly plan for the housing of these brothers.

Fraternally yours,

A. Philip Randolph
International President

APR:am

September 1, [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Fraternally yours,

A. Philip Randolph
International President

[illegible]

September 29, 1942

Mr. T. D. McNeal
International Field Organizer
11 North Jefferson Street
St. Louis, Missouri

Dear Ted,

Find enclosed notice from National Mediation Board concerning case of representation raised by the [illegible] Group in connection with the Missouri-Pacific train porters. This settles this question for the present.

Fraternally yours,

A. Philip Randolph
International President

APR:caf
Same sent to E. J. Bradley and Milton P. Webster

October 2, 1943

Mr. T. D. McNeal,
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Have you drafted the agreement for the Kansas City Southern train porters as yet? If you have not done so, I hope you will do so as soon as possible and send a draft of it to the Kansas City Southern Railroad management and request them to set a date for conference as early as it is convenient. Send me a copy of the draft of the agreement and a copy of your letter to the management.

What progress is being made on the proceedings of the Brotherhood of Sleeping Car Porters' Convention? Have got everything that is need for proceedings?

Fraternally yours,

A. Philip Randolph
International President

APR:es

October 3, 1942

Mr. C. L. Dellums
4th International Vice President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California

Dear Dellums:

Just a word of remembrance and to hope that everything is moving promisingly forward. I think we had an epochmaking and constructive convention of the Brotherhood in St. Louis. I also think that our conference with Mr. Carry was constructive.

We shall follow up our conference with Mr. Carry, and see to it that these various matters which we raised with him are handled.

Brother Webster and myself leave for Toronto, Canada, to attend the A. F. of L. Convention which begins October 5th. We will conduct our usual fight against discriminations against Negroes in the trade unions.

We held our policy conference of the March On Washington Movement in Detroit, September 26th and 27th. It was a great success. I shall send you some copies of the proceedings as soon as they are printed so that you may start a unit at Oakland.

Pat and McLaurin are going down to Mobile, Alabama to negotiate a revision of the contract for sleeping car porters on the G. M. & O. Railroad. Let me know when you plan to make your trip over the Pacific Zone.

Fraternally yours,

A. Philip Randolph
International President

APR:ee

October 8, 1942

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Congratulations upon the splendid showing which the St. Louis movement of the March On Washington made at the policy conference. I think the conference was epoch-making. The St. Louis unit made a definite and constructive contribution to the conference.

Now we are getting the proceedings printed so that they may serve as propaganda and publicity material for selling the March On Washington Movement to the public. I will let you know shortly how much we will expect the St. Louis committee to contribute to the cost of printing the proceedings.

Every unit is expected to draft a constitution and by-laws for its government and regulation, and send a copy to the National Headquarters of the March On Washington Movement at 2084 Seventh Avenue, New York City.

Everything moves promisingly forward.

Fraternally yours,

Mailed

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
[illegible] WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
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3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

440

October 5th, 1942.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
King Edwards Hotel,
Toronto, Candda.

Dear Brother Randolph:

With reference to your letter on the K. C. S. contract matter, this is to advise that I am in the process of writing up the proposal and will finish the job as soon as I receive from the K. C. S. General Chairman a list of changes in the agreement desired by the men themselves. Copy of this proposed agreement will be forwarded you as soon as finished.

Fraternally yours,
T. D. McNeal
T. D. McNeal,
Int'l. Field Organizer.

TDM/m

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
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BROTHERHOOD of SLEEPING CAR PORTERS

TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS

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3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

October 13th, 1942.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

Enclosed herewith please find a copy of the proposals submitted today to the Kansas City Southern Railway Company. I will advise you as soon as we hear from them. Kindly advise me if these negotiations are to be handled by me or if Brother Webster will be on hand.

The Secretary-Treasurer of the Texas & Pacific train porters local was discharged last week on a charge of insubordination. Bennett, the general chairman, represented him in the hearing and did an extremely poor job. We have appealed the decision and will carry it up. It appears to be a case we can win, almost certainly.

In reviewing the transcript of this hearing given Williams, the Secretary, I find that Bennett, without our knowledge, left the convention here, went to Dallas and agreed to change the classification of his group from train porters to chair Car porters. This is certain to lead to an eventual pay cut. He still has not informed us of his action in this matter.

I am enclosing herewith an exact copy of the transcript and a copy of the letter of appeal sent the Superintendent by Bennett (mistakes and all). This man claims to know all the answers. He was given specific written instructions relative to what to say in the conference with his management when they called him in to discuss the matter of the Trainmen seeking to displace the porters on his road. He completely disregarded these instructions (apparently) and used his own ideas or those given him by the management.

The discharge of the Secretary is a direct outgrowth of this agreement he reached with the management.

I think it will be well for me to cover the Zone following the K. C. S. negotiations with the view of straightening out this, together with other matters needing attention in both train porter and regular locals of the organization.

Fraternally
Mac.
Mac.

TDM/m
Enclosures.

THE KANSAS CITY SOUTHERN RAILWAY COMPANY
LOUISIANA & ARKANSAS RAILWAY COMPANY

Kansas City, Mo.

J. M. Prickett
Assistant to Presidant.

October 15, 1942.

COPY

Mr. T. D. McNeal,
International Field Organizer,
Brotherhood of Sleeping Car Porters,
413-16 Peoples Finance Building,
11 N. Jefferson Street,
St. Louis, Missouri.

Dear Sir:

This will acknowledge receipt of your letter of October 14 enclosing copy of proposed agreement with the Kansas City Southern covering train porters.

I have meetings with various organizations all next week in connection with their requests for wage increases, etc. In addition, I am meeting the Firemen and Oilers in schedule negotiations and am in process of negotiations with the train dispatchers covering an agreement on the K. C. S.

Would some day in the week beginning November 1st be satisfactory to you for a meeting?

Yours very truly,

/s/ J. M. PRICKETT

October 16, 1942

Mr. T. D. McNeal, International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Thanks a lot for your letter of October 13th with copy of proposals for the agreement concerning rates of pay and rules governing working conditions for the train porters of the Kansas City Southern Railroad Company, together with enclosures of letters and transcripts of hearings on the case of train porter Williams handled by Brother Bennett with the superintendent of the Texas & Pacific Railroad. The way the hearing was conducted by Brother Bennett is typically the Bennett style. No wonder the poor train porter was fired. However, I think that the case can be won as you suggest.

I see from the transcript that Brother Bennett has accepted the chair status for the train porters and yet he was the one who talked loudest about what he could do with the Texas & Pacific Railroad for protection of the train porters.

He has never told me yet that he is working as a chair car porter. I'm writing to get this information. If he had informed us that this case was going to be raised before the National Railroad Adjustment Board, the Brotherhood would have in-

increased and at least given them a fight which might have delayed the final decision.

I think it will be necessary and timely that you make a trip over the road following the negotiation of the agreement with the Kansas City Southern Railroad. You will negotiate this agreement alone except that you may call in one of the men of the Kansas City Southern to sit in with you.

Fraternally yours,

A. Philip Randolph
International President

APR:of

October 17, 1942

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Ted:

Find enclosed copy of award on the Texas and Pacific train porters and copies of letters [illegible] Brother Bennett.

Fraternally yours,

A. Philip Randolph
International President

APR:ss

COPY

October 19th, 1942.

Mr. J. M. Prickett,
Assistant to President,
Kansas City Southern Railway Co.,
114 W. 11th Street,
Kansas City, Missouri.

Dear Sir:

With further reference to our request for a conference to negotiate revisions in your agreement with Train porters represented by us and to your letter on this subject under date of October 15th, 1942, this is to advise that we are agreeable to setting the conference for a day in the week beginning November 1st.

We suggest that the conference begin on Monday morning, November 2nd and will appreciate you advising us as soon as possible relative to the exact time suitable to you.

We are herewith requesting that arrangements be made to release Porter M. McCoy of Shreveport in time to permit him to sit in on the conference.

Very truly yours,

Brotherhood of Sleeping Car Porters

By______________________________
T. D. McNeal,
International Field Organizer.

TDM/m

THE TEXAS AND PACIFIC RAILWAY COMPANY

B. C. James,
Assistant Vice President

F. M. Conder,
Supervisor of Wages

Texas and Pacific Building
DALLAS, TEXAS

Dallas, September 18th, 1942.

Docket 14777

Richard Bennett,
General Chairman, Bof SCP.
C/o Stationmaster,
Fort Worth, Texas.

Dear Sir;

Referring to our conference September 17th, at which time I furnished you a copy of and we discussed Award 7251, First Division, National Railroad Adjustment Board.

In line with the understanding as reached in conference, I have instructed the Superintendents to make the terms of this Award effective as of October 1, 1942, with further advice to them that in changing the classifications of train porters to that of chair car porters, that in line with understanding reached with you, it would not be necessary to rebulletin these positions but instead the chair car porters will remain on the same runs they now hold as train porters.

Yours truly,

/s/ B. C. JAMES
Assistant Vice-President.

COPY

McNeal

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS
AN INTERNATIONAL UNION
AFFILIATED WITH THE A. F. OF L.
SOUTHWEST ZONE HEADQUARTERS
T. D. McNEAL, INTERNATIONAL FIELD ORGANIZER
413-14-15-16 PEOPLES FINANCE BLDG.
11 N. JEFFERSON STREET
ST. LOUIS, MISSOURI
FRANKLIN 0033

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER
217 WEST 125TH STREET
NEW YORK CITY

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

440

October 19th, 1942.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

This to acknowledge receipt of your letter under date of October 16th relative to the Kansas City Southern negotiations and the situation existing on the Texas and Pacific.

I am enclosing herewith a copy of a letter received from the Assistant to President of the Kansas City Southern and our answer. Both are self-explanatory.

Kindly have Brother Totten send me Eleven Dollars and Sixteen Cents ($11.16) car fare and five days maintenance. I have no way of knowing how long I will be in Kansas City but will adjust the difference either way with Brother Totten upon my return.

I am also enclosing herewith a copy of a letter received by Bennett in September from the Assistant Vice President of the Texas & Pacific. This letter is self-explanatory and explains the change in classification of the T. P. ~~and M.~~ I have a letter from Bennett stating that the company served notice on him that the rates of pay would be decreased in accordance with the new classification. Bennett writes that he rejected this on the ground that under the moratorium rates of pay could not be changed. It seems that we will not be able to get a true picture of this Texas & Pacific situation until I am able to get down there. I plan to make a tour of the Zone immediately following the Kansas City Souther negotiations.

Fraternally yours,
Mac.
T. D. McNeal,
Int'l. Field Organizer.

TDM/m
Enclosures.

McNeal

October 21, 1942

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Thanks a lot for your letter of October 19th with enclosures concerning the negotiation of a wage agreement for train porters of the Kansas City Southern and the situation with respect to the changes in classifications of the train porters on the Texas & Pacific.

I will have Brother Totten send you the carfare and maintainance for five days as you requested.

Are there any new developments on the Missouri Pacific? Brother Crutcher wrote concerning having an audit of the books of the secretary-treasurer, and I told him to take it up with Brother E. J. Bradley, supervisor of the zone. No doubt, you will hear from him.

Brother Crutcher also raised some question about some matter of interest to the train porters which was in Brother Bradley's hands and your hands that was not presented to the Brotherhood Convention. I told him that whatever was presented to you and Brother Bradley to be presented at the Convention, was presented, and that I did not know of anything you had from them that should

Mr. T. D. McNeal
11 North Jefferson Street
St. Louis, Missouri

October 21, 1942

have been presented which was not turned over to the Convention.

I imagine that he had reference to the suggestion that train porters be given control over all the train porters in the country. One of the brothers in the southwest wrote me about this matter. I replied that it would be impractical.

Everything moves promisingly forward.

Fraternally yours,

A. Philip Randolph
International President

APR:oo

October [illegible], 194[illegible]

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear [illegible]:

Find enclosed check for $[illegible] for transportation and five days maintenance for trip to Kansas City to negotiate contract for the Kansas City Southern train porters.

Fraternally yours,

A. Philip Randolph
International President

APR:[illegible]
Enc. 1

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER
217 WEST 125TH STREET
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1716 SEVENTH STREET
OAKLAND, CALIFORNIA

AFFILIATED WITH THE A. F. OF L.
SOUTHWEST ZONE HEADQUARTERS
T. D. McNEAL, INTERNATIONAL FIELD ORGANIZER
413-14-15-16 PEOPLES FINANCE BLDG.
11 N. JEFFERSON STREET
ST. LOUIS, MISSOURI
FRANKLIN 0033

October 26, 1942

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York City, New York

Dear Brother Randolph:

Brother Webster has no doubt informed you that he and I will have to go to Shreveport this week for a hearing ordered by the Third Division of the National Railroad Adjustment Board. This hearing involves a precedent concerning the application of rules 50 and 65 of the existing agreement with the Pullman Company.

This is to request that you have Brother Totten forward me funds to cover the trip. I am to share a drawing room with Brother Webster on the round-trip to Shreveport and back to St. Louis. The railroad fare is $29.51 and my half of the cost of the drawing room will be $18.22. I will need three (3) days maintenance. The total amount needed will be $68.73. Kindly have Brother Totten to forward this to me at once.

Fraternally yours,
Mac.

T. D. McNeal,
International Field Organizer

TDM@rj

October 27, 1948

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

In reply to your letter of October 20th in which you suggest the necessity of you and Brother Webster going to Shreveport for hearings ordered by the Third Division and your request for railroad fare and expenses amounting to $65.75, may I say that I am herewith enclosing check for same.

Brother Webster had advised me of this hearing and I think it is well that Brother Webster and yourself be there for it.

Fraternally yours,

A. Philip Randolph
International President

APR:em

McNeal

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
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413-14-15-16 PEOPLES FINANCE BLDG.
11 N. JEFFERSON STREET
ST. LOUIS, MISSOURI
FRANKLIN 0033

440

October 28, 1942

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York City, New York

Dear Brother Randolph:

Just a word to request that you have Brother Totten send General Chairman Richard Bennett of the Texas and Pacific Train Porters Local a check for $9.77 to cover wage loss suffered by him in connection with the hearing given Lewis Williams of that Local.

For your information Williams has been put back to work without compensation for the time lost. In view of the fact that Williams was guilty, to some degree, of insubordimation it is my feeling that a settlement of this case on that basis was the best way out for us. I am sure that the Adjustment Board would not order the Company to pay him for the time lost. Therefore the case is being closed on the basis of Williams being restored to work, without the loss of seniority and without pay for the time lost while off. Bennetts' address is 1415 Illinois Street, Fort Worth, Texas.

Fraternally yours,
Mac.
T. D. McNeal,
International Field Organizer

TDM:rj

McNeal

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

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BROTHERHOOD of SLEEPING CAR PORTERS
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3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

November 4, 1942

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
217 W. 125th Street
New York City, N. Y.

Dear Brother Randolph:

Enclosed herewith please find signed copy of supplementary agreement negotiated with the Kansas City Southern Railway Company in behalf of train porters on that road represented by the Brotherhood. In connection with these negotiations, kindly forward Brother M. McCoy, General Chairman of Kansas City Southern Train Porters, 1907 Garden Street, Shreveport, Louisiana, a check for $36.14 ($24.14 for wage loss and $12.00 expenses). Also send Brother McCoy a copy of the Mediation Board certificate authorizing the Brotherhood to represent the Kansas City Southern Train Porters. Kindly have Brother Totten forward Brother McCoy at once a punch for dues cards. These men are a part of the Cotton Belt Local but it is difficult for them to send their cards to Texarkana, Arkansas every time they pay a month's dues to Brother McCoy. A punch is all the equipment he needs.

Now relative to the supplementary agreement, the ~~a~~ form, that is, making it a supplementary rather than a straight revision was for the purpose of keeping the old effective date of their agreement which is 1924. The reason for this is that it will lend strength to our argument against the Brotherhood of Railway Trainmen in that this 1924 effective date will show that this agreement has been in effect 10 years longer than the existing agreement of B. R. T. ~~as~~ with the Kansas City Southern.

You will note in the first and second paragraphs of the supplementary that the company agrees to raise the monthly rate of pay to $22.80 making the basic rate $161.00 per month. This is the highest basic rate of any group of train porters in the country at this time. All men on this road make excess miles every month. The earnings of men from Heavener, Oklahoma ~~to~~ South to Shreveport, will be $196.02 per month and those North of Heavener will receive approximately $180.00 per month.

The company took the position that we did not have the right to demand back time and brought up a lot of specious arguments to try to sustain this position. We finally agreed, after two days argument, that the retroactive feature of this agreement would cover the 10 months from January 1st to October 31st. Since three of the months in 1941 would have been settled on the 7½ percent basis we were not giving up a lot by compromising on the January 1, 1942 date. This means that men who have worked throughout the year 1942 will receive about $250.00 per man in back time.

Due to the order of freezing wages the pay increase will have to be approved by the War Labor Board. It is my feeling that in view of the fact that these men did not receive the pay raise granted other Railway employees last year there is little doubt but that the Board will approve the raise.

Through ~~a~~ an off the record conference we were able to get the management to agree to pay porters operating out of Port Arthur, Texas and Shreveport, Louisiana for terminal time spent in switching, etcetera which will be paid to them in addition to the figures mentioned above. This feature is being handled through an order to the operating and time keeping departments, a copy of which is being furnished us.

The revised Rule 2 is the same as their old rule with the exception that we were successful in getting the management to add the words "In accordance with the Rules of the Transportation Department." The rule book for their transportation department has been in effect for 19 years. Under this rule book brakemen and train porters are charged with exactly the same duties. My point for insisting on this addition to the rule was the thought that it will place us in a much stronger position to fight the B. R. T. in view of the fact that during the 19 years the instructions have been in force the B. R. T. has made no complaint about it.

While the management kicked up on it, they finally agreed to accept the Grievance and Claim rules set forth in our agreement with Pullman, with one addition. You will note in Paragraph B of Rule 14 the rule is preceded with the words "Except in cases of intoxication." I was utterly unable to get them to budge from this. This provision has been in everyone of the Kansas City Southern agreements with all classes of employees during the last 30 year period. I checked these agreements to ascertain the facts. I also checked with the train porters and learned that the last train porter fired under this rule was fired almost 30 years ago. However, under paragraph "A" of the same rule we can secure a hearing for such a man after he is fired.

In Paragraph "C" of the new Rule 14 you will note that the first privilege now reads "To produce witnesses and question all witnesses giving testimony or evidence in the case." We slipped the word "evidence" into this rule in order to avoid a constant source of trouble such as we have had with the Pullman Company in not having the right to question people who submit written statements. The management did not notice the addition of this innocent looking word.

Rules 15 and 16 are essentially the same as those we have with ~~the~~ Pullman and to my way of thinking the whole set of Grievance and Claim Rules gives the Kansas City Southern Train Porters a distinct advantage over any other group of train porters in the country. They, of course, will not be able to see this, but I feel that these Grievance and Claim rules are of more value to them than the pay increase.

I tried to contact you at Montreal in order to get a clearance from you before closing this supplement. However, as you know, we were not able to make contact. I therefore went ahead and settled with them on the best basis I had the ability to drive them up to. You will note that there is no moratorium in this agreement.

Relative to the matter of the Brotherhood of Railway Trainmen's efforts to displace train porters from the headend jobs and specifically to their success in the Texas and Pacific case in which the Adjustment Board ruled against the train porters, I want to suggest that you investigate immediately the possibility of up-setting this thing through Court action. I had felt all along that this would be a useless gesture. However, while in Kansas City I had the opportunity of talking with the Personnel man on the Kansas City Southern and another railroad. They informed me that there are two or more precedents wherein rights of individuals were taken away from them by Adjustment Board awards and the United States Courts set aside the awards on the ground that the awards were rendered in violation of the rights of the individuals established in the Fifth Amendment to the Constitution.

As I understand it, the Courts ruled that there was a violation in these instances because the individuals did not appear before the Adjustment Board during the hearings and therefore did not have "Their day in Court."

One of these cases grew out of award #68 of the First Division of the Adjustment Board. The award was made against the Chicago Union Station. It involved the rights of a man named Griffin. Griffin carried the award to the United States District Court for the Northern District of Illinois. Judge Barnes was on the bench. His decision set aside the award of the Adjustment Board. The Union involved, on behalf of its members, appealed Judge Barnes' decision in this matter to the United States Court of appeals for the Seventh District. The case was identified as follows: In equity 14368 and was heard during the October term ~~in~~ and session, 1936. Enforcement was enjoined and the Court held that the award of the Adjustment Board was in violation of Griffin's rights under the Fifth Amendment of the United States Constitution. Another similar case grew out of award #6 of the Third Division of the Railroad Adjustment Board. This case came up from Dallas, Texas. It was carried to the United States District Court and it is my understanding that the same results obtained.

Relative to this matter I would like to suggest that the following things be done immediately: (1) Have Brother Webster get copies of these awards and as much information as is possible from the Adjustment Board at Chicago. (2) Write the United States Department of Labor at Washington and ask for full information on these two cases. (3) Have a good Lawyer look up these cases and write up a complete resume in order that we may study same before determining whether they will be of benefit to us in proceeding in the Texas and Pacific matter and in other cases now progressing to the Adjustment Board. It is my understanding that the U. S. Supreme Court refused to review the decision of the Appellate Court in the Griffin case.

In the event that you haven't the time to go into this matter please advise me and I will get together with Brother Webster and try to work it out at Chicago.

Enclosed herewith please find bill received from the Court Reporter who took minutes of our Convention. I have in hand the two carbon copies but haven't as yet received the original due to the fact that he is having some trouble finding a proper binder for it. I would appreciate you having Brother Totten send a check to us for $327.20. The check should be made to John J. Dunne. There is a small balance due us on Convention expense. I am sending Brother Totten an itemized statement and will adjust that matter with him.

I would appreciate hearing from you relative to your reaction to the settlement with the Kansas City Southern and your position on the data submitted herein relative to the possibility of Court action in the train porter matter.

Fraternally,
Mac.
T. D. McNeal,
International Field Organizer.

TDM/p

Enclosures.

P. S. Under separate cover I am forwarding you a copy of the Convention minutes. I am in the process of proof reading the other copy. I will make the necessary correction and forward same to you. I want to suggest that these mihutes be put in printed form and that enough copies printed to give or sell them to the membership. Please advise whether or not you approve of the idea of printing and if so whether you want the printing done in New York or St. Louis.

McNeal

November 10, 1942

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Avenue
St. Louis, Missouri

Dear Mac:

As per your request, I have had Brother Totten to send a check for Nine Dollars and Seventy-seven Cents ($9.77) to Brother Bennett to cover wage loss in connection with hearing for Brother William Lewis.

I think the settlement you secured was splendid.

Fraternally yours,

A. Philip Randolph
International President

APR:fw

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
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CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-[illegible] MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS
AN INTERNATIONAL UNION
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INTERNATIONAL SECRETARY-TREASURER
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3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

Kansas C. Southern

McNeal

November 13, 1942.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

Please find enclosed herewith copies of a letter received from the Kansas City Southern, their application to the National War Labor Board and letter to Brother M. McCoy, General Chairman of the K. C. S. Train porters. All of this matter is self explanatory.

I took the liberty to address the letter to the National War Labor Board because I felt that it should be attended to immediately and we cannot afford to take a chance on getting an adverse decision from the Board without being heard. However, it is my felling that the Board will grant authority for the application of the increase without any appearance on our part.

I would appreciate some word from you relative to the suggestions made in my letter to you at Chicago following the Kansas City Southern negotiations.

Fraternally yours,

T. D. McNeal,
Int'l. Field Organizer.

TDM/m
Enclosures.

THE KANSAS CITY SOUTHERN RAILWAY COMPANY

LOUISIANA & ARKANSAS RAILWAY COMPANY

Kansas City, Mo.

J. M. Prickett
Assistant to President

November 12, 1942

COPY

Mr. T. D. McNeal,
International Field Organizer,
Brotherhood of Sleeping Car Porters
413-16 Peoples Finance Building
11 N. Jefferson Street
St. Louis, Missouri

Dear Sir:

Attached hereto is copy of letter addressed to the National War Labor Board under date of November 4 regarding our recent agreement to increase rates of pay effective Janury 1, 1942.

No reply has been received and I was informed this morning by a representative of the Department of Labor that a regular form will have to be filled in and transmitted to the Regional Office covering this increase and that no increase should be made until the form is approved.

He stated that they had not yet received their supply of forms, but will see that we receive them just as soon as they arrive.

This information is given you in order that you will understand why the rates covered by the recent agreement have not yet been put into effect.

Yours very truly,

Encl.

/s/ J. M. Prickett

Copy to:
M. McCoy
c/o Baggage Room
Shreveport, La.

COPY

C O P Y

November 4, 1942

National War Labor Board
Washington, D. C.

Gentlemen:

On September 19, 1941, the Brotherhood of Sleeping Car Porters served notice on The Kansas City Southern Railway Company of their desire for "a conference to negotiate an agreement for the rates of pay finally settled upon by the standard railroad unions in the pending wage movement."

We have just concluded negotiations with that Brotherhood and have agreed to the following increases in pay, effective retroactively to January 1, 1942:

	Increased	
	From	To
Monthly Rate (5500 Miles per month or less)	$ 138.20	$ 161.00
Daily rate	4.55	5.29
Hourly rate	.565	.66
Mileage rate	.0251	.0293

Authority for these increases in rates of pay is respectfully requested pending which we are withholding payment thereof.

Yours very truly,

(Signed) W. N. Deramus

COPY

November 13, 1942

National War Labor Board
Washington, D. C.

Gentlemen:

As the duly authorized representatives of the Train Porters employed by the Kansas City Southern Railway Company, we are addressing this letter to you in connection with the application of the Kansas City Southern Railway Company (under date of November 4, 1942) to your Honorable Board for authority to put into effect increases in rates of pay recently agreed to by that Carrier and this organization.

We herewith petition your Honorable Board to grant authority for this increase of $22.80 per month in the pay rate of the employes involved, in the interest of correcting an existing gross inequality in rates of pay for this class of employes.

For the information of the Board we desire to state the following:

> Incidental to the National Mediation Settlement of 1941, practically all porters (Train, Pullman and Coach) were granted pay increases of $22.80 or $24.00 per month, effective December 1, 1941, plus retroactive increases of 7½% for the months September, October and November, 1941.
>
> Due to a technicality involving representation, the Train Porters employed by the Kansas City Southern Railway Company did not receive the increase granted other employes at that time. After the matter of representation had been ironed out we entered into negotiations with this Carrier. These negotiations resulted in the settlement outlined in the Carrier's letter to your Honorable Board under date of November 4, 1942.

In view of the above facts, we feel that authority should be granted the Kansas City Southern to pay the increase. If there is any doubt as to the justification for this increase, we herewith petition your Honorable Board to permit a representative of this organization to appear before you for the purpose of presenting additional facts.

Very truly yours,

Brotherhood of Sleeping Car Porters,

By____________________
T. D. McNeal,
International Field Organizer.

TDM/p

COPY

November 13th, 1942.

Mr. H. McCoy,
1907 Garden Street,
Shreveport, La.

Dear Brother McCoy:

For your information I am enclosing herewith a copy of a letter being forwarded today to the National War Labor Board. This letter was sent to supplement the letter sent in by Mr. Deramus.

While I think the War Labor Board will grant the authority to apply the pay raise, the organization proposes to take no chances in this matter. If necessary Brother Randolph will arrange for a representative of the National organization to appear before the National War Labor Board with the view of presenting sufficient facts to convince the Board that the ends of justice will be served by granting the authority requested by your railroad and the Brotherhood. I will keep you informed of developments.

Fraternally yours,

T. D. McNeal,
Int'l. Field Organizer.

TDM/m
Encl.

COPY

COPY

NATIONAL WAR LABOR BOARD
Department of Labor Building
Washington, D. C.

November 17, 1942

Mr. T. D. McNeal
International Field Organizer
413 Peoples Finance Building
11 N. Jefferson Street
St. Louis, Missouri

Dear Mr. McNeal:

This will acknowledge your recent communication.

Under the procedure adopted by the Board any request for approval of a voluntary wage increase or for an authoritative ruling on the application of the Board's General Orders and interpretations must be filed in the first instance with the Wage and Hour office in your locality. We, are therefore, referring your inquiry to your local Wage and Hour office. That office will communicate with you regarding the filing of your application and send you the necessary forms and instructions.

Very truly yours,

/s/ Virginia Manson

Chief,
Correspondence Unit

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS
AN INTERNATIONAL UNION
AFFILIATED WITH THE A. F. OF L.
SOUTHWEST ZONE HEADQUARTERS
T. D. McNEAL, INTERNATIONAL FIELD ORGANIZER
413-14-15-16 PEOPLES FINANCE BLDG.
11 N. JEFFERSON STREET
ST. LOUIS, MISSOURI

FRANKLIN 0033

440

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER
217 WEST 125TH STREET
NEW YORK CITY

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

November 23, 1942

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
217 W. 125th Street
New York City, N. Y.

Dear Brother Randolph:

On November 18th I wrote Brother Totten advising him that effective December 1, 1942 the salaries of the Stenographers in the St. Louis office are being raised $15.00 per month each. I asked Brother Totten to see that these raises were reflected in pay checks for the Stenographers for work performed on and after December 1st.

As you probably know the salaries of the Stenographers in our office are paid by the St. Louis Local of the Brotherhood and Local 354 of the Dining Car Employes organization. Under the provision of the Railroad Retirement Act checks covering their salaries are mailed to them by Brother Totten. However, we refund the national organization, regularly, every cent expended for this purpose. As I see it this is purely a local matter.

However, I have a letter from Brother Totten this morning telling me that it is necessary for you to authorize these raises. I fail to follow Brother Totten's line of reasoning but am writing you in order that we may clear up this matter as quickly as possible because of the fact that the girls in the St. Louis office need this raise and should receive same as soon as possible. I will appreciate your cooperation in straightening out this matter with Brother Totten.

Many men in my draft classification are being reclassified here and placed in class 1-A. Due to the fact that this is occurring I have been holding up the trip over the Zone until such time as some clarity is given me relative to my draft status. In the event that I am placed in 1-A, would you think it advisable or worth while to request a six months occupational deferment.

Some time within the next week or 10 days it will be necessary for me to go to

New Orleans to handle a couple of grievances pending against members in which the probable penalty will be discharge. The local committee has requested help. Their request for help came in too late for me to be in New Orleans today so I ask them to have the cases postponed. Everything else goes well.

Fraternally,

T. D. McNeal

T. D. McNeal,
International Field Organizer

TDM/p

P. S. Enclosed herewith please find copy of communication received from the National War Labor Board in connection with our application to that body for approval of the wage increase recently granted our members employed by the Kansas City Southern Railway Company. I am waiting to hear from the local office of the Wage and Hour setup. You will be kept advised of developments.

T. D. McNeal..

McNeal.

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
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3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

440

November 23, 1942

Mr. Ashley L. Totten,
International Secretary-Treasurer
Brotherhood of Sleeping Car Porters
217 W. 125th Street
New York City, N. Y.

Dear Brother Totten:

Just a word to acknowledge your letter of November 20th stating that it will be necessary for me to write Brother Randolph in regard to the raise in salary of Miss Miller and Mrs. Fannie Pitts.

As you know, the national organization does not bear this expense and I can see no reason why authority would have to be granted by Brother Randolph for purely local expenditure. You will recall that we refund the national office for every cent paid the Stenographers in this office.

However, since you might have in mind something that has to do with the National War Labor Board, I am writing Brother Randolph on this matter as per your letter.

Fraternally,
Mac.
T. D. McNeal,
International Field Organizer

TDM/p

McNeal

November 24, 1942

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Please contact San Antonio and get me the name of the S.P. man that does not like us. Have Caviness or Fields ask old man Keys if he is interested in presenting their condition to the President's Committee On Fair Employment Practice.

I think Fields will be the best man to contact Keys because he and Keys are kind of chummy. I would like to have this information the first of next week if possible on my return to Chicago.

I have been giving some thought to the question of the case of the group represented by Richard Bennett, and I may have you draw up an affidavit on that situation for its original presentation to be presented among similar other cases involving train porters who are being eliminated as the result of the decision of the National Railroad Adjustment Board, First Division.

I will be in the office Friday morning should you desire any further contact.

Fraternally yours,

Milton P. Webster
1st International Vice-President

MPW:en

McNeal

November 27, 1942

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac,

In reply to your letter of November 23rd concerning granting an increase in pay to the stenographers in St. Louis, may I say that Brother Totten raised this question to me and I agree with your plan to increase the pay of the girls. Of course, it is a local matter since the St. Louis Local and the Dining Car Group pay the wages.

I will make request for deferment in your draft at such time as you may think it proper. Kindly let me know what the procedure is in this matter with respect to time and action. By the papers, General Hershey is pointing out that it is necessary to keep certain workers on the home front in the interest of productive efficiency. I think the railroad industry is vital to the whole war program and unions are doing their part in maintaining the railroad transportation machinery in an efficient state.

I note the enclosure concerning action of the National War Labor Board on the wage increase for train porters of the Kansas City Southern.

Whenever the plan to make the trip to New Orleans to handle grievances suggested, let me know so that I may advise Brother Totten to provide you with the necessary funds.

Fraternally yours,

A. Philip Randolph
International President

APR:ef

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

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3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

November 28th, 1942.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

This letter is addressed to you to urge that the members of the New Orleans Grievance Committee be exempted from the payment of dues as a small token of the organization's appreciation of their value and service to the cause.

For your information each of these men spends practically all of every layover working on grievances and claims and I feel that they deserve a pat on the back such as this gesture would constitute.

No member of the Committee is demanding anything of this sort but in my judgment it will be highly beneficial. May I have your reply in this matter at the earliest possible time.

Fraternally yours,

T. D. McNeal

T. D. McNeal,
International Field Organizer.

TDM/m

November 30, 1942

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Relative to the printing of the proceedings of the St. Louis Convention of the Brotherhood, may I say that we plan to have the proceedings printed for distribution to the membership free. Will you find out what the cost will be for 6,000 or 8,000. If it is cheaper in St. Louis we will have them printed there. I think we will have them printed there anyway because you and the porter will be able to proof read them.

I note that the local expense is $327.50. How much of this is due or is it all due.

Fraternally yours,

A. Philip Randolph
International President

APR:ef

General

December 2, 1942

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

I'm agreeable to permitting the New Orleans Grievance Committee not to pay dues. You may so advise them.

Fraternally yours,

A. Philip Randolph
International President

APR:ef

McNeal

PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
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1716 SEVENTH STREET
OAKLAND, CALIFORNIA

440

December 2nd, 1942.

A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

Thanks for your letter of November 30th, relative to the proceedings of the Brotherhood Convention. Today I am going about getting local prices on the cost of printing and will submit same to you for approval or rejection.

The stenotypist did a good job of reporting, however, there were a number of corrections to be made in the 409 pages of transcript due to the fact that most of our fellows did not identify themselves in speaking from the floor. This evidently caused a general mixup in names.

In connection with proceedings I am herewith requesting that you have Brother Totten send me immediately such portion or condensed form of the financial report submitted by him as you may see fit to have made part of the proceedings. In addition to this I would appreciate you having Brother Totten look up and send me the telegraphic message received from President Wm. Green of the A. F. of L. When Totten was reading this he indicated to the stenotypist that he would turn same over to him later. Acting on this the stenotypist did not take down the full message. The stenotypist was also instructed not to take down the financial report.

Relative to the figure of $327.00 mentioned in my letter, this was the cost of the transcripts furnished by the stenotypist. A check for this amount has already been forwarded the stenotypist by Brother Totten. All bills in connection with the convention have been paid.

The men in this entire area are continually asking "What has the Brotherhood done in connection with the general move among railroad workers to secure a pay raise?" Thus far I have been telling them that while we have taken no formal steps in this connection the Brotherhood will secure for its members the full amount of pay raise granted other groups of railway workers, if any. I think it might be well for you to devote a little space in the Black Worker to this question.

Fraternally yours,
Mac
T. D. McNeal,
International Field Organizer.

TDM/m

McNeal.

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

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4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

December 4th, 1942.

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

With further reference to the matter of printing the proceedings of the Convention, this is to advise that we estimate that the total amount of material in the proceedings as written up by the reporter will make a 8 1/2 by 5 1/2 booklet of 140 pages, including cover. On the basis of this estimate our local union printers quote us the following prices: $930.00 for 6000 copies or $1100.00 for 8000 copies. Broken down, this means that on a basis of 6000 copies the average cost per copy would be 15½c. On the basis of 8000 copies the average cost would be about 13 8/10 cents per copy. The figure quoted at 6000 copies means that the printer would be charging us $1.10 and 7/10 cents per thousand pages of printed matter. On the basis of 8000 copies the cost per thousand pages of printed matter would be 98 2/10 cents.

In my opinion the prices quoted are cheap. A good grade of paper would be used and the type would be about the size used in the proceedings of the March On Washington Policy Conference.

Some time ago I wrote you asking for some form of Brother Totten's financial report to appear in the proceedings and also a copy of the telegraphic message sent to the Convention by President Green of the A. F. of L. This matter, if sent, would have the effect of adding three or four more pages to the proceedings and would probably increase the cost by a small amount.

I would appreciate some word from you advising me whether to place the order for printing here or if I am to send the typewritten matter to the New York office. I think that we should lose no more time in getting the proceedings into the hands of the membership.

The New Orleans Grievance Committee is being advised of your action in exempting them from payment of monthly dues. It is understood that this exemption will not apply on assessments that might be levied from time to time.

Fraternally yours,
Mac
T. D. McNeal,
Int'l. Field Organizer.

TDM/m

McNeal

December 30, 1942

Mr. T. D. McNeal, International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

We are planning to engage Pauline Meyers as Assistant National Secretary for the March On Washington Movement, full time, to work to build up the May Conference, and of course, create new branches of the Movement.

Now, the National March On Washington Movement hasn't got a quarter but we must pay Miss Meyers immediately, as she will begin January 2nd and therefore request you to contribute ten dollars ($10) a month toward her salary. I've gotten Totten, Pat and Mac to agree to the same thing. I'm going to call upon Bradley, Webster, and Dellums also. Then we shall be able to proceed with our program on a national scale in the interest of building up the May Conference.

Kindly let me know about this right away. What is your reaction to the Brotherhood contributing twenty-five dollars a month to help make up the pay of this worker?

Fraternally,

A. Philip Randolph
International President

APR:ef

ASA PHILIP RANDOLPH

SUBJECT FILE

BROTHERHOOD OF SLEEPING
CAR PORTERS

CORRESPONDENCE

McNeal, T. D.

1943

(2)

Mc Neal

January 2, 1943

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

I wish you would send me a copy of the proceedings in their present form so that I may read them over before they are put into print. I have not been in the city long at a time, but I will get with Brother Totten and have him get together a summary of his financial report to be included in the proceedings.

You want to do this as soon as possible so as to get the proceedings out right away and into the hands of the men.

Fraternally yours,

A. Philip Randolph
International President

APR:ws

McNeal

January 2, 194[illegible]

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
4231 South Michigan Avenue
Chicago, Illinois

Dear Mac:

Find enclosed copy of an agreement which was sent to me by Brother Richard Bennett which seems to be a part of the strategy of the Brotherhood of Railroad Trainmen in handling the problems of the train porters.

I advised Brother Bennett not to sign anything but to communicate with you since you may have to join with him in working out the problems of the train porters and the Brotherhood of Railroad Trainmen and the Texas & Pacific.

Fraternally yours,

A. Philip Randolph
International President

APR:ee

McNeal

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
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4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

January 4, 1943

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
217 W. 125th Street
New York City, N. Y.

Dear Brother Randolph:

Just a word to remind you that nothing has been done about printing the minutes of our 1942 Convention. I have been awaiting some word from you relative to whether they are to be printed in St. Louis or New York. In the event the printing is to be done in St. Louis kindly advise me immediately and have Brother Totten forward me the form of financial report he wants to appear in the minutes.

Fraternally,
Mac

T. D. McNeal,
International Field Organizer

TDM/p

McNeal

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
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1716 SEVENTH STREET
OAKLAND, CALIFORNIA

January 8, 1943

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
4231 South Michigan Avenue
Chicago, Illinois

Dear Brother Randolph:

In connection with my status in the draft, this is to advise that I was called in today for my first physical examination preparatory to being placed in Class 1-A with the view of drafting me into the Army some time within the next twenty or thirty days.

As discussed with you sometime ago, I am asking the organization to apply for Occupational Classification for me in the hope that I may be placed in either Class 2-B or 2-A. In order to be placed in one of these classes my employer must convince the Board that I am a necessary man in my civilian occupation. To so convince them we must show that my removal from civilian life to the armed forces would hamper or retard an essential War Industry.

I am to be classified within the next five or six days according to information I received today from the Chairman of my Local Board. If any consideration is to be given to Occupational Classification for me the necessary affidavit and supplementary information must be in the hands of my Board before the day on which I am to be re-classified.

I am therefore enclosing herewith the affidavit on Occupational Classification to be filled out by you, notarized, and sent to my Local Draft Board with a letter setting forth all facts, etcetera (since no additional matter can be submitted when a case goes to the Appeals Board.) I am filling out some of the questions asked on the form since I have more exact information than you. I would appreciate you going over this form carefully with the view of giving me the best possible chance for success.

As mentioned above, a letter from you should accompany this form. The letter should be addressed to: "Members of Sixth Ward Draft Board, #4 N. 8th Street, St. Louis, Missouri." This letter should set forth the following:

That the Brotherhood handles all of the Labor Relations of all Sleeping Car

Porters and Attendants in the United States and Canada and 90% of the headend Porter Brakemen in the United States.

That I handle the Labor Relations of all of these men in the States of Missouri, Arkansas,Tennessee, Mississippi, Louisiana, Oklahoma, Texas and Kansas.

That the nature of my duties are: Negotiating and maintaining agreements concerning rates of pay, hours, working conditions, etcetera, with Sleeping Car Companies and with individual railroads as follows: Missouri Pacific, St. Louis Southwestern, Missouri-Kansas-Texas, International Great Northern, Illinois Central, Texas-Pacific and Kansas City Southern. (That we now have negotiations pending with each of these roads at St. Louis, Kansas City, Dallas, Texas, Tyler, Texas, Chicago, Illinois and Houston,Texas. That I have always handled these negotiations due to the fact that I am the only man in the organization intimately acquainted with the men involved, nature of their duties, the economics and other aspects of their relations with these carriers, etcetera. That these men have confidence in me due to my experience and knowledge of the problems involved. That a breakdown or failure in these negotiations would possibly lead to subsequent stoppage or delay in troop movements and other essential war traffic.)

I am herewith requesting that in order to lend weight to the above; you immediately write all the railroads in our area notifying them of our request for a pay increase for all of the train porter groups involved and requesting that they address their reply to me at St. Louis. Please refer to me as International Field Representative, since this is the title I have consistently used on my draft papers. Kindly send carbon copies of these letters to me at St. Louis in order that I may have them if the Board request some evidence of pending negotiations. For these men I would ask for the same increase as is being asked by the other operating railroad groups.

It will be well for your letter to point out that I handle and adjust all of the grievances of our membership in the Southwest. That such cases are now at peak level due to the fact that requirements in connection with transporting troops and other members of the armed service causing our men to have to work from eighty (80) to one hundred and ten (110) hours per week. They are being kept away from their homes for from three weeks to two months and due to the necessary secrecy as to destinations of soldiers, etcetera, their families cannot communicate with them. These conditions have led to the need of constant vigilance and skilful handling of Labor Relations by an experienced man in whom the men have absolute confidence. Failure to have such expert handling would lead to serious labor trouble.

In the year 1942, our men in the area under McNeal's supervision moved approximately One Million members of the armed service without a single instance of stoppage or delay due to labor difficulty. We are proud of this record and are certain that it could not be maintained by any other than a man with McNeal's experience and contacts. We estimate that more than 85% of the man-hours put in by men in our craft are in the essential transportation of members of the armed services.

Point out that I handle and adjust all wage claims in this area. That the general type of work being done by me requires years of experience. That this knowledge cannot be secured in schools. That it would be impossible to adequately replace me in less than two or three years. That two men being broken in to replace me in this area have already been drafted.

You may say that I have been employed as International Field Representative for nine (9) years and that before my appointment as such I was a Local Representative of the organization since 1930.

In the event that both the Local Draft Board and the Appeals Board turn down our application for Occupational Classification I will then ask for Occupational Deferment. I am therefore enclosing herewith the affidavit form to be filled out for Occupational Deferment. This form should be filled out and returned to me. I have been led to believe that if we put "enough on the ball" I have an excellent chance of staying out. It is my hope that I will have your cooperation in this matter.

In your letter to the Draft Board kindly point out that this is the only Occupational Classification ever requested by us in this area. If this is the only one in the country, it would be well to stress that.

PLEASE DO NOT MAKE THE ERROR OF SENDING TO THE BOARD THE AFFIDAVIT TO SUPPORT CLAIM FOR OCCUPATIONAL DEFERMENT. The one to accompany your letter to the Board is headed "Affidavit-Occupational Classification (Industrial).

Please point out to the Board that I am not trying to avoid service in the Army but that my work is absolutely necessary to the War effort.

Fraternally yours,

Mac.

T. D. McNeal,
International Field Organizer

TDM/p
Enclosures.

It may be well to have Brother Webster sign the letter too.

Please send me a copy of your letter and the filled-out form sent the Board

Send the matter to the Board via Registered mail.

[illegible]

January 8, 1943

Members of the Sixth Ward Draft Board, No. 4
N. Eighth Street
St. Louis, Missouri

Dear Sirs;

I am writing to request and apply for occupational classification in Class 2-B or 2-A for Mr. T. D. McNeal who now serves as International Field Representative for the Brotherhood of Sleeping Car Porters.

May I say that the Brotherhood handles all of the labor relations of all sleeping car porters and attendants in the United States and Canada, and 90% of the maids and porter-brakemen in the United States.

Mr. McNeal handles the labor relations of all of these men in the states of Missouri, Arkansas, Tennessee, Mississippi, Louisiana, Oklahoma, Texas and Kansas.

The nature of his duties are as follows; negotiating and maintaining agreements concerning rates of pay, hours, working conditions, etc., with sleeping car companies and with the following railroads; St. Louis Southwestern; Missouri-Kansas-Texas; International Great Northern; Illinois Central; Texas-Pacific and Kansas City, Missouri, Dallas, Texas, Tyler, Texas, Chicago, Illinois and Houston, Texas. Mr. McNeal has always handled these negotiations because of the fact he is the only man in the Organization intimately acquainted with the men involved, the nature of their duties, the economic and other aspects of their relations with these carriers. The men employed on the above mentioned railroads have the utmost confidence in Mr. McNeal on account of his experience and knowledge of the problems involved. A breakdown or failure in these negotiations would probably lead to subsequent stoppage or delay in troop movements and other essential war traffic.

Mr. McNeal also handles and adjusts all the grievances and claims of our membership in the Southwest. These are now at peak level due to the fact that requirements in connection with transporting troops and other members of the armed forces causes our men to have to work from eighty to a hundred hours per week. They are being kept away from their homes for periods of three weeks to two months at a time, and due to the necessary secrecy as to the destinations of soldiers, their families

Members of the Local Draft Board, No. [illegible]

amount commensurate with them. These conditions have led to the need of constant vigilance and skillful handling of labor relations by an experienced man in whom the men have absolute confidence. Failure to have such expert handling may lead to serious labor troubles.

In the year of 1942, our members in the area under Mr. McNeal's supervision moved approximately one million members of the armed forces without a single instance of stoppage or delay due to labor difficulty. We are proud of this record and are certain that it could not be maintained by anyone other than a man with his experience and contacts. We estimate that more than [illegible] of the man hours put in by men in our craft are in the essential transportation of members of the armed services.

May I advise that the adjustment of grievances and wage claims in this area requires years of experience. The attainment of the knowledge necessary for this work cannot be secured in schools. It would be impossible, adequately, to replace a man of Mr. McNeal's knowledge and experience in less than two to three years. Two men were being trained and broken in to replace him in this area but they have already been drafted.

Mr. McNeal has been employed as International Field Representative for many years and before he was appointed to this position he served as a local representative of the Organization since 1930.

May I say to your Honorable Board that this is the first and only occupational classification we have requested for our International Organization, for one of its officials.

I wish also to add that Mr. McNeal is a loyal, patriotic American citizen and is not seeking to avoid service in the armed service. The International Organization is requesting occupational classification for him because his work as International Field Representative is definitely necessary to the successful prosecution of the war effort.

Yours truly,

A. Philip Randolph
International President

McNeal

CHECK SERVICE DESIRED OTHERWISE MESSAGE WILL BE SENT AT FULL RATE

DOMESTIC		FOREIGN	
FULL RATE		FULL RATE	
DAY LETTER		CDE RATE	
NIGHT LETTER		URGENT	
SERIAL		DEFERRED	
RESERVATION		NIGHT LETTER	
TOUR-RATE		SHIP RADIO	

Postal Telegraph

CHARGE ACCOUNT NUMBER

CASH NO.

TOLLS

CHECK

TIME FILED (STANDARD TIME)

Send the following message, subject to the Company's rules, regulations and rates set forth in its tariffs and on file with regulatory authorities Form 1

To Mr. T.D. McNeal

January 14, 1943 *19*

Street Address 11 N. Jefferson Street

City St. Louis, Missouri

Mr. C.L. Dellums - Oakland

Mr. Bennie Smith - Detroit

Postponement of railroad hearings lowers morale of Negro people and threatens life of President's Committee of Fair Employment Practice. Advise you line up all Negro and white organizations and prominent persons to wire President Roosevelt to order hearings to continue as scheduled.

A. Philip Randolph

Sender's Full Name (if not shown) and Address for Reference

Sender's Telephone Number

McNeal.

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS
AN INTERNATIONAL UNION
AFFILIATED WITH THE A. F. OF L.
SOUTHWEST ZONE HEADQUARTERS
T. D. McNEAL, INTERNATIONAL FIELD ORGANIZER
413-14-15-16 PEOPLES FINANCE BLDG.
11 N. JEFFERSON STREET
ST. LOUIS, MISSOURI
FRANKLIN 0033

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER
217 WEST 125TH STREET
NEW YORK CITY

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

January 14, 1943

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
217 W. 125th Street
New York City, N. Y.

Dear Brother Randolph:

Enclosed herewith please find copy of letter from the National War Labor Board to the Kansas City Southern approving the pay raise negotiated by us for the train porters on that road effective January 1, 1942. I did not receive a copy of the official ruling, however, I have a letter from the Assistant to President of the Kansas City Southern stating that the Time Department has been instructed to make up the pay roll reflecting the increase in pay for these men for the months involved. The amount received by each man will be a little bit more than $300.00.

This closes the negotiation with the Kansas City Southern for the time being. I suggest that you advise them along with the other railroads of our desire to re-open negotiations for the pay increase being fought for at this time.

Fraternally,
Mac.
T. D. McNeal,
International Field Organizer

TDM/p
Encl.

Am turning on the heat in the rail hearing postponement situation. Have arranged for at least 100 differently worded telegrams to the Pres. and am just getting started.

McNeal.

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
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C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

January 16th, 1943

Dear Brother Randolph:

I was notified by my Draft Board today that I had been placed in Class 1-A. Upon investigating, I learned that the letter and form you sent from Chicago had either not been received or misplaced by the Clerk at the Board - In any event, no consideration had been given the matter by the Board because the matter had not been placed before them.

I am therefore enclosing herewith another form 42, already filled out, and am asking that you sign and have it notarized. Please send this back to me with a letter to the Board stating that you have been informed that the original form was lost or misplaced. Please send them a copy of your letter of December 9th from Chicago. (I am enclosing the copy you sent me) All of this matter had better be sent to me in order that I may be certain that it is received and on hand for the personal appearance I have requested.

I have reason to believe that I will be granted occupational classification if and when the matter goes to the Appeals Board. You will be kept advised, however.

Fraternally,

Mac.

P.S.
Kindly rush this matter back to me since I must appear before the Board during the week beginning Jan. 17th.

January 19, 1943

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

I received copy of convention proceedings and will go through it and get a summary of Webster's financial report together with telegrams and ship them to you immediately.

Mac, what about your draft situation? I wrote the letter to the draft board as suggested and enclosed questionnaire. Bob tells me that the board has not received it yet, but Bob mailed it and had it registered. If you want me to make out another and send with the letter, let me know immediately because we want to get this matter straightened out.

I am glad you are turning on the heat on the postponement of the railroad hearings. We may be able to get the hearings held after all if we put on enough pressure.

I am writing all the railroads concerning the wage increase.

Fraternally yours,

A. Philip Randolph
International President

APR:ee

McNeal

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

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3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

January 21st, 1943.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

This will acknowledge receipt of your letter of January 19th. I am glad to know that you are soon sending the final draft of the Convention proceedings together with the summary of Brother Totten's financial report and the telegram received from Wm. Green in order that we may proceed with the printing of the Convention precedings. We continue to receive more and more inquiries from members throughout the Zone about the printing of the preedings.

We are doing everything possible to organize and mobolize mass sentiment in the F. E. P. C. postponement matter. The campaign is rolling along nicely and the President will be receiving an impressive number of wires and letters from St. Louis from day to day.

I will let you know how the draft situation works out and will also advise if you can be of any further help.

Fraternally yours,
Mac
T. D. McNeal,
Int'l. Field Organizer.

TDM/m

January [illegible], [illegible]

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Ted:

I am returning copies of the convention proceedings, and I wish you would have them printed in St. Louis. I think the price you have secured is all right. I think we might need 2,000.

I am sending you a summary of Websters report which may amount to three pages. He has got to summarize it, so it will be ready by the latter part of next week and you can put the whole matter in the press. Webster says he gave you the telegram from President William Green and that he does not have it.

I hope you got my letter on the draft situation.

Fraternally yours,

A. Philip Randolph
International President

APR:[illegible]

January 27, 1943

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Bro:

Find enclosed copy of letter which is self explanatory.

I want you to make this date and advise Brother William Fleming to meet with you in this conference. I shall therefore expect that you will be on hand for the conference.

Fraternally yours,

A. Philip Randolph
International President

APR:em

January 27, [illegible]

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Find enclosed copy of letter which is self explanatory.

I want you to make this date and advise Brother William [illegible] to work with you in this conference. I shall [illegible] that you will be on hand for this [illegible].

Fraternally yours,

A. Philip Randolph
International President

APR:[illegible]

McNeal

COPY

January 27, 1943

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Find enclosed copy of letter from the Missouri Pacific Railroad setting date for conference to discuss question of increase of wage rate for February 17, 1943 at 10:00 AM.

I have written Brother Crutcher to be present and I am advising Webster of the date and to plan to be present. You and Brad will be expected to be there.

Find enclosed also copy of letter addressed to the Missouri Pacific Railroad concerning question of increase of pay.

Fraternally yours,

A. Philip Randolph
International President

APR:es
En/2

McNeal

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
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4231 SOUTH MICHIGAN AVENUE
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1716 SEVENTH STREET
OAKLAND, CALIFORNIA

January 28th, 1943.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

This will acknowledge receipt of your letter relative to the conference with the International Great Northern Railroad Company to be held at Palestine, Texas on February 16th next.

You did not send me a copy of your letter to this carrier. However, I notice that in their letter to you they referred to your request for a conference for the "purpose of negotiating a revision of existing agreement of 30% increase in pay for train porters". I wish to direct to your attention the fact that the operating groups are asking for a 30¢ an hour increase in pay rather than a 30% increase.

I plan to seek to negotiate a stand-by agreement providing that the train porters will receive the same amount of increase as is granted the operating groups.

I have written Brother Fields, requesting that he arrange to meet me in Palestine on February 16th.

Kindly send us some information relative to developments in the fight over the postponement of the F. E. P. C. hearings.

Fraternally yours,

Mac

T. D. McNeal,
Int'l. Field Organizer.

TDM/m

January 28, 1948

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Find enclosed letter which is self explanatory. I hope you will plan to arrange a date for this meeting satisfactory and convenient for you to make the other conferences.

Let me know about the date you arrange so I will know what the schedule is.

Fraternally yours,

A. Philip Randolph
International President

APR:om
Enc: 1

January 18, 1943

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Ted:

Find enclosed letter which is self explanatory concerning conference for increased pay from the Kansas City Southern Railroad Company.

I think you will have to write this company for a change of date since it will be impossible for you to get from Palestine, Texas, to Kansas City, Missouri, for this appointment by the 17th.

Kindly look after this matter right away by arranging date for the conference.

Fraternally yours,

A. Philip Randolph
International President

APR:ee

January 28, 1945

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

It is all right to reprint the article appearing in the January 9th issue of the NEW LEADER, and written by James Rorty, Executive Secretary of the Citizen's Committee To Save Colored Locomotive Firemen's Jobs.

We had a few thousand of these reprints made here. Find copy enclosed.

Fraternally yours,

A. Philip Randolph
International President

APR:ee

February 1, 19[illegible]

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Avenue
St. Louis, Missouri

Dear Ted:

Find enclosed letters which are self explanatory. I hope you will plan to make this conference or let the national management know when you can make it.

We did make a typographical error on the amount of insurance and so I am sending an addendum to the nationwide advising that it is [illegible] per hour increase instead of [illegible].

Fraternally yours,

A. Philip Randolph
International President

APR:ew

McNeal

February 2, 1943

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

I am herewith returning the proceedings of the Brotherhood Convention for you to put into press to have printed.

I suggest that we have 10,000 copies printed. You will note that I have made some changes in my report to the Convention. I think you proof read the proceedings well and, of course, you must proof read the galleys for the printed copies carefully.

Fraternally yours,

A. Philip Randolph
International President

APR:ee

February 2, 1943

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Find copies of letters which are self explanatory.

I hope you will get in touch with the Texas and Pacific Company and arrange date. Kindly notify me what date you decide upon. I sent copies of letters also to Brother Bennett, with suggestion that he arrange to be on hand for the conference.

Fraternally yours,

A. Philip Randolph
International President

APR:es
en/2

COPY

February 5, 1945

Mr. B. C. James,
Assistant Vice President
The Texas & Pacific Railway Company
Texas & Pacific Building
Dallas, Texas

Dear Sir:

With further reference to our letters of January 18th and February 2, 1945 and your letter of January 25, 1945 relative to our request for conference to negotiate an increase of 30¢ per hour in the wages of train porters in the employ of the Texas and Pacific Railway Company, this is to advise that the time set by you, 10:00 AM February 13, 1945, is agreeable.

We will appreciate it if you will arrange to allow General Chairman Richard Bennett time off in order that he may participate in this conference.

Very truly yours,

T. D. McNeal,
International Field Organizer

TDM/p

COPY

February 5, 1943

Mr. F. W. Grace, Vice President
and General Manager
Missouri-Kansas-Texas Lines
Operating Department
Dallas, Texas

Dear Sir:

With further reference to our letter of January 21st and your letter of January 26th relative to our request for conference to negotiate a revision of the existing agreement for train porters in the employ of your railroad, this is to advise that the time set for the conference, February 23, 1943 at 10:00 AM., is agreeable.

We would appreciate you making the necessary arrangements to permit General Chairman W. P. Orr to take off time in order that he may sit in on this conference.

Very truly yours,

T. D. McNeal,
International Field Organizer

TDM/p

COPY

February 6th, 1943.

Mr. J. M. Prickett,
Assistant to President,
The Kansas City Southern Railway Co.,
Kansas City Southern Building,
Kansas City, Mo.

Dear Sir:

With further reference to our letters of January 18th and January 28th and your letter of January 23rd relative to our request for conference to negotiate an increase of thirty (30¢) cents per hour in the wages of train porters in the employ of the Kansas City Southern Railway Company, this is to advise that due to previous committments we will be unable to meet with you on February 17th, as suggested in your letter.

We are herewith requesting that this conference be set for a day during the week beginning February 28th. Kindly advise of your decision.

Very truly yours,

T. D. McNeal,
Int'l. Field Organizer.

TDM/m

February 6th, 1943.

COPY

Mr. B. C. James,
Assistant Vice President,
Texas & Pacific Railway Co.,
Texas & Pacific Bldg.,
Dallas, Texas.

Dear Sir:

With further reference to our letters of January 18th, February 2nd and February 5th relative to conference for revision of rates of pay of train porters in the employ of the Texas and Pacific, this is to advise that due to other unforeseen committments we will not be able to meet with you on February 15th.

We are therefore herewith requesting that this conference be set for either February 22nd, 24th, 25th or 26th. Please advise.

Very truly yours,

T. D. McNeal,
Int'l. Field Organizer.

TDM/m

February 6th, 1943.

COPY

Mr. K. E. Post,
General Superintendent,
St. Louis-Southwestern Railway [illegible],
Tyler, Texas.

Dear Sir:

With further reference to our letters of January 18th and January 28th and your letter of January 23rd, relative to our request for a conference to negotiate a revision of the existing agreement of Train Porters in the employ of the Saint Louis-Southwestern Railway Lines, this is to advise that the time set for the conference, 10 A. M., Monday, February 15th, 1943, is agreeable.

We would appreciate you making the necessary arrangements to permit General Chairman [illegible] Heintz to take off time in order that he may sit in on this conference.

Very truly yours,

T. D. McNeal,
Int'l. Field Organizer.

TDM/s

February 6, 1943.

COPY

Mr. H. E. Roll,
Chief Personnel Officer,
Missouri Pacific Railroad Co.,
Missouri Pacific Building,
St. Louis, Mo.

Dear Sir:

With further reference to our letter of January 18th and your letter of January 22nd, relative to our request for a conference to negotiate a revision of the agreement of train porters in the employ of the Missouri Pacific Railroad Company this is to advise that the date set by you, 10 A. M. February 17th, 1943 is agreeable.

Very truly yours,

T. D. McNeal,
Int'l. Field Organizer.

TDM/m

COPY

February 6, 1943.

Mr. H. E. Roll,
Chief Personnel Officer,
International Great Northern Rrd. Co.,
Palestine, Texas.

Dear Sir:

With further reference to our letter of January 18th and your letter of January 23rd, 1943, relative to our request for a conference to negotiate an increase of thirty (30¢) cents per hour in the wages of train porters in the employ of the International Great Northern Rrd. Co., this is to advise that the time set by you, 10 a. m. Tuesday, February 16th, 1943, is agreeable.

We will appreciate you arranging to allow General Chairman Wm. Fields the necessary time off to sit in on the conference.

Very truly yours,

T. D. McNeal,
Int'l. Field Organizer.

TDM/m

Chief - McNeal [Feb. 1943]

These are copies of letters sent Carriers. You will note that I asked for another date in the Texas and Pacific matter after talking with Web.

I am fairly certain we are going to be forced to go to the Board with the matter of their changing the status and pay of these men. I therefore think Web should be in on this from the beginning---particularly, since it is possible that I may have to go to the army.

Web agrees to make this conference with me.

March 11, 1942

Mr. T. D. McNeal,
International Field Organizer,
Brotherhood of Sleeping Car Porters,
11 North Jefferson Street,
St. Louis, Missouri.

Dear Mac:

Find enclosed copy of letter which is self-explanatory.

This Brotherhood of Trainmen, Brakemen and Porters, Inc., is no doubt Coffey's organization. I think it would be well if you would send out some letters over the system to the men and have Brother Crutcher and the same group of men you had before to get busy among the men so that we will be sure to defeat this new move to sabotage the Brotherhood.

Fraternally yours,

A. Philip Randolph,
International President.

APR:gs

Enc.
Copy to E. J. Bradley

McNeal.

March 15, 1943

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

I am having Totten send Brother Heintz and Brother Fields money for expenses to justify you.

Won't you kindly send me a memorandum on the railroads who rejected the request for wage increase so that I may file the dispute with the National Mediation Board?

Fraternally yours,

A. Philip Randolph
International President

APR:ee

BRAKEMEN - PORTERS LOCAL NO. 5
Affiliated with Brotherhood of Sleeping
Car Porters
An International Union
Little Rock, Ark.

March 16, 1943.

Mr. T. D. McNeal,
Int'l. Organizer,
11 N. Jefferson Ave.,
St. Louis, Mo.

Dear Sir:

Just a word for your information, I received letter under date of March 11th from Brother Randolph advising that the Brotherhood of Trainmen, Brakemen, and porters, inc. has invoked the service of the National Mediation Board under the provisions of Section 2, Ninth, of the Railway Labor Act, in a dispute as to representation.

Brother Randolph, advised and requested me to put out circular letter to all the men, but this is to advise you that I am unable to put out such letter account of our Local funds.

This is not supprizing to me, because I got all this information while in Washington. This was why I requested the Zone office to mimograph me 200 copies of the letter I mailed to you. I was instructed just what action to take in the matter, but after your office turn me down and would not give me any reply, I lost all interest in the matter. I read all the letters that was maild to Washington, by this group. If you recall when myself and brother Johnson was talking with you upon this same subject, you advised brother Johnson that the Brotherhood could get along without the train porters we immediately stop discussing the matter. This group are circulating it to the men that you advised Brother Robert Gill some time ago when the FEPC hearing was first Scheduled in Washington, that it was not necessary to send any one up their because the train porters was not discriminated against and there would be a matter of time that the Trainmen would have all the train porters jobs. They also are circulating it how brother Webster blown up because I mention what was said to me in Washington. This is actly why I did not want to mention any one name there in that meeting, because I new this would be the next thing would come out. This group are supprizing me in some things, but not all things. This group have got the men believing that the Brotherhood, do not want to do anything for the train porters and the Brotherhood do not want the train porters into their Organization. Some of them are saying that they have heard brother Webster say that if it had been left to him, he would have not taken the train porters into the Brotherhood, but since the Brotherhodd made the mistake, they would keep them. The only thing I can say, it is going to take hard fighting this time, but I am willing to do all I can to keep my house standing since I work to build it.

Fraternally

/s/ St. Clair Crutcher,
President

COPY

1943

Mr. L. W. Fairchild
810 Alice Street,
Poplar Bluff, Missouri.

Dear Sir:

I am requesting and Directly appealing to you too not use my name in any Legitimate form whatsoever.

Very truly yours

Erain Porter
Missouri Pacific Railroad, Co.

- -

Note: Crutcher wanted 200 of these. He sent in the form too late to get out and did not tell us what it was all about.

Mac.

McNeal

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS
AN INTERNATIONAL UNION
AFFILIATED WITH THE A. F. OF L.
SOUTHWEST ZONE HEADQUARTERS
T. D. MCNEAL, INTERNATIONAL FIELD ORGANIZER
413-14-15-16 PEOPLES FINANCE BLDG.
11 N. JEFFERSON STREET
ST. LOUIS, MISSOURI
FRANKLIN 0033

440

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER
217 WEST 125TH STREET
NEW YORK CITY

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

March 17th, 1943.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

With further reference to the Missouri Pacific Train Porter situation please find enclosed herewith copy of letter received this morning from Brother Crutcher, General Chairman of this group. From the general tenor of this letter it appears that Crutcher will probably go along with us in the election but not willingly. It appears that Crutcher himself is helping to spread lies about the organization among the men on this road.

He states in his letter that the Zone office turned him down when he requested 200 copies of a letter. This is not true due to the fact that the request did not reach us until the day after the day he set as a dead line. For your information I am enclosing herewith a copy of the matter he wanted mimeographed and sent to him before the meeting held at Little Rock. This form, together with statements contained in his letter received this morning, is definite proof that he knew more than a month ago that Coffey and his crowd were making a new effort to secure representation. He even states that during his visit in Washington he read all the letters from this group to the Mediation Board. Yet, he failed to inform any officials of the Brotherhood of what was going on.

He says in his letter that he was talking with me on this same subject and that I advised Brother Johnson that the Brotherhood could get along without train porters. This is not the truth because the subject was not mentioned during our conversation although I did tell them that they would have to cooperate with the Zone and National organization and when they refused to agree to this I told them flatly that all Brotherhood locals and zones are handled exactly alike. That we could not afford to permit the Missouri Pacific local to act independently of the national and zone office. Johnson told me at the time that there was some danger of the Missouri Pacific men withdrawing from the Brotherhood if Crutcher was not permitted to have his way. I then replied that this would be tragic for the train porters but would not damage the Brotherhood as a whole because I felt that we could get along without them but that they would have a hard time getting along without us.

When the F. E. P. C. hearings were being publicized some of the Missouri Pacific men who are members of the Brotherhood started out raising a fund to send Crutcher and Fairchild to Washington to represent the Brotherhood local on the Missouri Pacific. I told these men that under no circumstences could Fairchild be permitted to represent the Brotherhood any place. Further, that if any representative was required in Washington we would be advised by either you or Brother Webster and the national organization would make the necessary arrangements. These men had the idea that the F. E. P. C. hearings would result in them being classified as Brakemen with equal pay, etc. It seems that Crutcher and some of his henchmen are doing some pretty vicious talk about Brother Webster.

I seriously question the wisdom of continuing to spend so much money trying to protect the interest of a group of men, 80% of whom are not members of the Brotherhood and the 20% who are members constantly knocking us. I have already written Crutcher and Walter Allen of Pueblo to stand ready to leave on a tour of the system on a one day notice. Brother Bradley feels that we should make no effort to win an election if one is held. However, we are sending out a general letter to all Missouri Pacific train porters today setting forth reasons why they should support the Brotherhood in the event an election is held.

We are making all the necessary arrangements for the mass meeting sponsored by the March On Washington Movement at which you are to speak here on April 9th. Everything goes well

Fraternally yours,
Mac
T. D. McNeal,
Int'l. Field Organizer.

P. S. Your wire about the election information received from the Board just received. Have wired Crutcher and Allen to begin tour of entire system and to contact every man.

TDM/m
Encl-2

McNeal

COPY

March 25, 1943

Mr. T. T. Patterson, Supervisor
Eastern Zone
217 W. 125th Street
New York City, N. Y.

Dear Brother Patterson:

As you have no doubt been informed by Brother Randolph, we are going into another Mediation Board election on the Missouri Pacific engineered by Vernon C. Coffey of Kansas City. While I am fairly certain that we will win this election it is my feeling that we ought to go ahead and give Coffey the works and be through with it.

Brother Alexander of your Gulf-Mobile and Ohio organization has dicussed with me the possibility of the Brotherhood gaining representation over Train Porters and Train Attendants employed by his road. He believes that now is a good time to move in for representation over these groups which would mean that if we succeeded the system would be 100% Brotherhood so far as men in our crafts are concerned.

I believe that Brother Alexander is right in assuming that we could get these men in at this time. As you know these men are represented at the present time by Coffey.

I am herewith requesting that you write Brother Alexander and authorize him to immediately begin signing up the Train Porters and Train Attendants on the G-M & O on authorization forms with the view of getting the majority of them lined up and then invoking the service of the National Mediation Board. I am sending a copy of this letter to Brother Randolph for his information.

In the event you agree that we ought to seek representation please send Brother Alexander about 30 authorization cards immediately. If we are going to move in I think we ought to move in at once because Coffey has insurred the disfavor of a large number of these men with his insistence that he be paid $35.00 a day for expenses going to Movile to represent them in a conference with the management. Too, if we can get the representation soon we will then get the credit for securing the expected pay raise for these men along with the others.

Brother Alexander had a recent case hearing on which was held at Monsanto, Illinois which is just across the river from St. Louis. In view of the fact that he had little experience in the handling of hearings he requested the assistance of the St. Louis Zone office. We went into the hearing with Brother Alexander and have thus far succeeded in having the member involved restored to his job and have appealed the original decision with the view of seeking to secure compensation for the time lost. As soon as we can possibly find the time to do so I will write up a resume of the entire case and send you copies of the transcript and correspondence. In the event any further appeal is necessary I will, of course, refer to your office for handling.

With the hope that the Eastern Zone will see the necessity of us moving in on and wiping out Coffey every place he sticks up his head, I am

Fraternally yours,

Mac.

T. D. McNeal,
International Field Organizer.

TDM/p

cc to A. P. Randolph.

COPY

McNeal.

March 25, 1943

Mr. T. D. McNeal,
International Field Organizer
Brotherhood of Sleeping Car Porters
1808 Broadway
Detroit, Michigan

Dear Bennie:

Find enclosed letter which is self explanatory.

Brother David Johnson, Pullman porter and member of the Brotherhood is now in jail at 620 Fifth Street, Franklin, Louisiana, for failure to report when called by his draft board.

His home address is 2807 Dallas Avenue, Houston, Texas. I have wired the War Department concerning this matter.

Fraternally yours,

A. Philip Randolph
International President

APR:es

McNeal

March 26, 1943

Mr. T. D. McNeal,
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

I would suggest to the March On Washington group that some of them attend the institute on Non-Violent Good Will Direct Action in St. Louis the week-end of April 9th, at which Miss Pauline Myers, our National Executive Secretary, Dr. Charles S. Johnson of Fisk University, Miss Lillian E. Smith, Editor of "South Today", and Krishnalal Shridharani will speak.

I am sure it will be profitable. You may get in contact with Professor Harold Pflug, 478 East Lockwood, Webster Groves, Missouri, for more information.

Sincerely yours,

A. Philip Randolph
International President

APR:ss

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS
AN INTERNATIONAL UNION
AFFILIATED WITH THE A. F. OF L.
SOUTHWEST ZONE HEADQUARTERS
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FRANKLIN 0033

ASHLEY L. TOTTEN
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217 WEST 125TH STREET
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E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

440

March 22nd, 1943.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

With further reference to the recent negotiations held with the Missouri-Kansas-Texas, Texas & Pacific and Kansas City Southern Railroads, this is to advise that General Chairmen W. P. Orr, Richard Bennett and M. McCoy informed me that they have not yet received compensation for time lost and expense in connection with these negotiations. I wrote you on this some time ago but am writing again under the assumption that the letter has been misplaced.

Brother W. P. Orr of the Missouri-Kansas-Texas is due a check for Thirty-Six ($36.00) Dollars. Brother Orr's address is 423 S. 23rd Street, Parsons, Kansas. Brother Richard Bennett whose address is 1415 Illinois Street, Fort Worth, Texas, is due Fourteen ($14.00) Dollars. Brother M. McCoy whose address is 1907 Garden Street, Shreveport, is due Thirty-Five Dollars and Forty Cents ($35.40).

I am sending a copy of this letter to Brother Totten and am requesting that either of you who happen to be in New York when this letter is received will see that these checks are sent out immediately.

Fraternally yours,

T. D. McNeal

T. D. McNeal,
Int'l. Field Organizer.

TDM/m

cc: Ashley L. Totten.

March
Twenty-Six
1 9 4 3

Mr. T. D. McNeal,
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

I have had Totten to send the checks to the brothers indicated in your letter of March 2nd.

Fraternally yours,

A. Philip Randolph
International President

APR:ss

McNeal

March 27, 1943

Mr. T. D. McNeal,
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

I got a letter from Brother St. Clair Crutcher dated March 11th stating that nothing has been done by the Brotherhood about the Shuttle train porters of Little Rock. He says that the matter can be settled easily if they had a lawyer.

I don't recall just what has happened in the case.

Fraternally yours,

A. Philip Randolph
International President

APR:ee
En/3

McNeal

March 27, 1943

Mr. T. D. McNeal,
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

I got a letter from Brother St. Clair Crutcher dated March 11th stating that nothing has been done by the Brotherhood about the Shuttle train porters of Little Rock. He says that the matter can be settled easily if they had a lawyer.

I don't recall just what has happened in the case.

Fraternally yours,

A. Philip Randolph
International President

APR:ee
En/3

COPY

Ft. Worth, Texas
March 29, 1943

Mr. T. D. McNeal
International Field-Organizer
Brotherhood of Sleeping Car Porters
413 Peoples Finance Bldg.
St. Louis, Missouri

Dear Sir:

Referring to our conference which was held in the Asst. Vice President office February 15, and at which time you were accompanied by Mr. M. P.Webster 1st International Vice-President and the undersigned , and which time Brother Webster discussed with Mr. James of his intention to seek to gain the lost wages which became affected October 1, 1942.

Please advise me what effort has been made in handling the claim. It seems as though that the Brotherhood is to busy dealing in political affairs, and only giving promises as to what they will do. You state that they have the machinery set up and all willing and ready at all times to protect the rights of train porters who are affiliated with the Brotherhood of Sleeping Car Porters on April the 20, 1938, on October 15, the Brotherhood of Sleeping Car issued the train porters a charter on the Texas & Pacific Railroad what the purpose of binding itself to support the said train and brakemen porters of Fort Worth Division No. 2, and in the exercise of all its rights. Privelege as an affiliated Division. The group which I represent are very anxious to hear what effort has been made in the handling this case with the Board Members, for the purpose of seeking the lost wages, and title of train porters.

Yours truly

/s/ Richard Bennett.
Richard Bennett
Gen. Chairman of Brotherhood of
Sleeping Car Porters

March 31, 1943

Copy

Mr. Richard Bennett,
General Chairman
Ft. Worth Division #2
Brotherhood of "leeping Car Porters
1415 Illinois Street
Ft. Worth, Texas

Dear Brother Bennett:

Just a word to acknowledge receipt of your letter of March 29th inquiring about and commenting on the Brotherhood's effort to recover wages lost by virtue of the change of status and reduction of pay of members of Local #2. As advised in my last letter to you, Brother Webster is taking the necessary steps to file a claim against the Texas and Pacific Railroad in an effort to recover the loss in pay. The matter of trying to nullify the Award of the First Division of the Adjustment Board against Texas and Pacific train porters is being studied by the organization's Attorneys with the view of taking some legal action on this phase of the matter.

I hope, Brother Bennett, that you will realize that matters of this nature cannot be hurried without jeopardizing the interests of the Texas and Pacific Train Porters. I think the fact that Brother Webster took out time from the busy schedule of work to personally come to Dallas with me for the Texas and Pacific negotiations should indicate to the Texas and Pacific Brothers that the Brotherhood is seriously concerned about their trouble and that the organization proposes to do everything to seek redress.

As to the Brotherhood's participation in political affairs, this is news to me. I know of no political activity in which the organizationis engaged.

In order that the membership of Local #2 may thoroughly understand the steps being taken in their behalf and that they will not needlessly bother you with criticism I am sending ou a general letter to all the men whose addressed we have on file. A copy of this letter will, of course, be forwarded to you. With kindest personal regards to you and the family, I am

Fraternally,

T. D. McNeal,
International Field Organizer

TDM/p

McNeal

PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

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NEW YORK CITY

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

March 31st, 1943.

Mr. A. Philip Randolph
International President,
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

I am enclosing herewith, for your information, copy of letter received today from Brother Richard Bennett of the Texas and Pacific Train Porters group.

Both Brother Webster and I advised Brother Bennett of the steps the organization was taking in this matter. I am at a loss to understand why he of all others would take the position that the Brotherhood is not doing what it can to work out their problem. I am sending out a general letter to all Texas and Pacific train porters telling them exactly what the organization is doing. I think this will have the effect of stopping further malicious propaganda.

Too, I think that we had better devote some attention to the various train porter locals at this time in view of the fact that Townsend is going to play up every apparent oversight of the Brotherhood. He is out to get the train porters as a whole and, as Brother Bradley has already advised you, has under way at present a high powered campaign of propaganda on the Illinois Central System. To counteract the Townsend propaganda we are sending out to all Illinois Central men a general letter setting forth facts involved and urging them for their own benefit to remain loyal to the Brotherhood.

Relative to the Missouri Pacific situation I find now that the organization invoking the services of the Mediation Board is the one headed by Steve Bennett of Okalhoma City. He has gotten into his organization men from the Missouri Pacific such as Fairchild, Coffey and Pettis. They have gotten out and circulated among the men a bulletin definitely promising that they are going to get for the Missouri Pacific Train Porters everything on earth and some things that are not. In addition to the other efforts to protect our interests another general letter is being sent to all Missouri Pacific train porters pointing out the utter impossibility of Bennett and Fairchild keeping most of these promises. The election starts at Kansas City on Sunday April 4th. I still think that we are coming out on top by a safe margin. You will be kept advised.

Fraternally,

T. D. McNeal

T. D. McNeal,
International Field Organizer

TDM/p
Encl.

cc to M. P. Webster.

McNeal

April 6, 1943

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Permit me to thank you for your letter of March 31st with enclosures concerning Richard Bennett of the Texas and Pacific Train Porters Local and the campaign of Steve Bennett, Fairchild and Coffey to change representation of the Missouri Pacific porters. I think your reply to them is effective and will get results. I am confident we will win the election but, of course, we will have to work. I hope as you go from place to place that you will explain the menace that Townsend is to the railroad workers and that he is playing into the hands of the carriers.

Now I understand that I am suppose to be in St. Louis Sunday, May 9th for a meeting of the March on Washington Movement.

Our there any railroads whose position on the proposed rise in pay necessitates our filing application to the Mediation Board for its services to adjust the dispute. If you have such cases kindly send them to me so that I may file them.

Fraternally yours,

A. Philip Randolph
International President

APR:hm

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
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4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

April 12, 1943

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
217 W. 125th Street
New York City, N. Y.

Dear Brother Randolph:

This is to advise that the Missouri Pacific Train Porter election conducted by the National Mediation Board was concluded today with the counting of the ballots cast. The final result was 93 votes for the Brotherhood and 34 votes for the Fairchild crowd. While much vicious propaganda had been spread against the Brotherhood among these men the effective campaigning done by Brothers Crutcher and Allen and other Division officers of the organization completely blocked all possibility of a victory by our opponents.

In connection with this campaign over the system, permit me to advise that the following expense and time losses were incurred by Brothers Crutcher and Allen: Brother Crutcher was off his job for a total of 26 days and suffered a wage loss of $149.70. His expenses for the period involved was $78.00. This $78.00 was advanced to Brother Crutcher by the St. Louis Division of the organization. Please have Brother Totten immediately send Brother Crutcher a check for $149.70 covering the wage loss and send the St. Louis Division a check for the $78.00 advanced Crucher. Brother Crutcher's address is 110 Oak Street, N. Little Rock, Arkansas. PLEASE SEE THAT THIS CHECK IS SENT AT AN EARLY DATE IN VIEW OF THE FACT THAT CRUTCHER NEEDS THE MONEY.

Brother Walter Allen of 2923 Grand Avenue, Pueblo, Colorado was off for a total of 13 days. His wage loss was $91.19 and his expense for the thirteen days was $39.00. The $39.00 was advanced to Brother Allen by the St. Louis Division. Therefore, I am requesting that a check for $91.19 be forwarded to Allen at his Pueblo address and that a check for $39.00 be forwarded to us here at St. Louis to reimburse the Local Treasury of the Brotherhood St. Louis Division.

In connection with the Missouri Pacific Local #5, this is to advise that as soon as I can possibly get around to it I will make up and send to the national office a report and remittance for about $200.00 covering collections made from our members on the Missouri Pacific System.

As advised by Brother Bradley sometime ago the Local Secretary of the Missouri Pacific Local #5 mis-used some of the organization's funds and had to be taken out of office. We are therefore handling the finances at the Zone office here pending the general election of officers on the Missouri Pacific. Brother Crutcher is making arrangements to force the defaulting Secretary Treasurer to repay the money misused. As soon as the exact amount of this shortage is determined Crutcher is having the ex-Secretary sign a properly drawn up note for the whole amount and an agreement requiring him to pay $25.00 per month until the mony is returned to the organization.

With reference to your letter of April 7th in connection with the Zone meeting of Local leaders of the organization I would suggest that if the meeting is to be held in St. Louis that it be scheduled for the 7th and 8th of May since you will be here on the 9th anyway. However, it might be well to give some consideration to holding our regional meeting at New Orleans.

Brother Bradley is still ill and I am far behind in my work due to the absence in connection with the election, but I will send you the necessary papers to file with the Mediation Board in the case of the International Great Northern a part of the Missouri Pacific System. We have a conference scheduled with the Missouri Pacific proper on the 26th of this month and it is my thought that we will have to file with the Mediation Board on them too since the same man is head of both Personnel Departments.

Fraternally,
Mac.
T. D. McNeal,
International Field Organizer

TDM/p

cc to A. L. Totten.

McNeal

April 14, 1948

Mr. T. D. McNeal,
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Congratulations upon the fine work you did and the victory of the Brotherhood over the Fairchild, Bennett and Geffey crowd. Our victory was overwhelming and it ought to put that crowd to rest for a while. It will show the Mediation Board that they are just a nuisance.

Now, relative to the regional conference to be held by the various zones in which various presidents of local divisions will participate with the Zone officials, Brother Webster and myself, may I say that as the result of a suggestion by Brother Webster we plan to hold a meeting of the International Executive Board in Chicago to discuss the whole question of organizing and mapping a campaign for the Pullman car cleaners and also for the discussion of the regional conference plan. I think we will have this Board meeting in Chicago May 11, 12, 13, and we will want Brad and yourself to attend.

I am having Totten send checks to Brothers Crutcher and Allen as you suggested and also the checks to the St. Louis Zone Office.

I hope Brad is much better.

Fraternally yours,

A. Philip Randolph
International President

APR:as

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
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11 N. JEFFERSON STREET
ST. LOUIS, MISSOURI

FRANKLIN 0033

440

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER
217 WEST 125TH STREET
NEW YORK CITY

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

April 16th, 1943.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

Recently we had a pretty bad grievance case arise at New Orleans which we postponed from time to time in an effort to secure additional evidence and also to give me an opportunity to get down to New Orleans for the hearing. However, when we finally agreed upon a date for the hearing the Missouri Pacific Mediation Board election matter came up shortly afterwards and I had to give up the idea of going to New Orleans for this hearing. We therefore found it necessary to authorize Brother N. F. Williams to lay off one trip from his run for the purpose of assisting in the defense of the brother involved.

I am writing to ask that you have Brother Totten send Brother N. F. Williams a check for $32.99 to cover the wage loss suffered by him in connection with this case. Brother Williams' address is 2428 Amelia Street, New Orleans, La.

I would appreciate you having this check sent out at once in order to avoid criticism.

Fraternally yours,

Mac.

T. D. McNeal,
Int'l. Field Organizer.

TDM/m

cc: Brother Totten.

McNeal

April 20, 1943

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

I received your letter of April 16th and have advised Brother Totten to comply with your request to send a check of $22.98 to Brother Williams to cover wage loss in connection with case.

Fraternally yours,

A. Philip Randolph
International President

APR:bm

McNeal

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS
AN INTERNATIONAL UNION
AFFILIATED WITH THE A. F. OF L.
SOUTHWEST ZONE HEADQUARTERS
T. D. McNEAL, INTERNATIONAL FIELD ORGANIZER
413-14-15-16 PEOPLES FINANCE BLDG.
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OAKLAND, CALIFORNIA

file

440

April 27, 1943

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
217 W. 125th Street
New York City, N. Y.

Dear Brother Randolph:

Enclosed herewith please find copy of memorandum agreement signed today with the Missouri Pacific Railroad Company covering our request of January 18th for a pay raise for the membership employed by the Missouri Pacific Railroad Company.

In only one of these cases did we get a flat denial of our request. This was on the International Great Northern lines which is a part of the Missouri Pacific System. After the conference this morning it was tentatively agreed that the International Great Northern End of the System will enter into a similar memorandum agreement. With this in mind I am asking that the matter of carrying this matter to the Mediation Board be held in abeyance until such time as we can determine whether or not the International Great Northern will sign a stand-by.

With reference to the March On Washingtion Mass Meeting to be held here on Sunday afternoon May 9th, permit me to advise that we have already contacted for the Municipal Opera House and have gotten out the necessary publicity. We have every reason to believe that you will speak to a packed house. Dave Grant is the only other speaker, with the exception of Jim Cook who will raise the collection. Grant asked me to tell you that you had better come prepared to make a great speech otherwise his speech will reflect on you. (Smile)

The Missouri Pacific Train Porters would like to hold a general meeting here at St. Louis on Saturday May 8th-providing you can meet with them. It would be well to give consideration to this request. I think too that it would be well to permit us to try and arrange a meeting of car cleaners on a day before the mass meeting-either Friday or Saturday. The car cleaners here are afraid of their shadows even.

In connection with the negotiation with the Missouri Pacific today, kindly have Brother Totten send Brother Crutcher a check for $27.72 covering wage loss and expense in connection with this conference. Brother Crutcher's address is 110 Oak Street, N. Little Rock, Arkansas.

In your last letter you suggested that I attend the Executive Board meeting to be held at Chicago next month. I appreciate this suggestion in view of the fact that I have some organizational problems I would like to discuss with the members of the Board.

In connection with the Steve Bennett, Vernon Coffey and L. W. Fairchild group I wish you would give some consideration to moving in on this bunch of sabotuers by putting on a campaign to take over the Frisco Train Porters which is their strong hold and source of income.

Kindly advise me of the day of your arrivale in St. Louis as soon as possible.

Fraternally,

T. D. McNeal

T. D. McNeal,
International Field Organizer

TDM/p

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
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4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

May 5th, 1943.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

Attached hereto please find copy of memorandum agreement negotiated with the International Great Northern Railroad which is in effect a stand-by pending the final settlement of the national wage movement.

This stand-by now makes unnecessary the carrying to the Mediation Board of any of the requests for pay increase in the Southwest.

Fraternally yours,

T. D. McNeal

T. D. McNeal,
Int'l. Field Organizer/

TDM/m
Encl.

May 8, 1943

Mr. T. D. McNeal,
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Permit me to thank you for your letter of May 5th with copy of stand-by agreement with the International Great Northern Railroad.

You have done quite well by your railroad stand-by agreements.

Fraternally yours,

A. Philip Randolph
International President

APR:es

mac Neal

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

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OAKLAND, CALIFORNIA

June 8, 1943

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
217 W. 125th Street
New York City, N. Y.

Dear Brother Randolph:

Enclosed herewith please find proposals to be submitted to the Missouri Pacific Railroad Company. These proposals are based largely on our original proposals to this company but have a number of changes drawn up by the Train Porters themselves. In accordance with your promise to them at St. Louis in the last general meeting, we have written them up more or less exactly as changed by the men.

The copy enclosed herewith is the original copy and is to be submitted to the company. As pointed out in my wire of June 5th I believe that under the form of moratorium signed with Missouri Pacific and the provision of section 6 of the Railway Labor Act we have the right to submit these proposals at this time. The Missouri Pacific members are in a turmoil about our failure to get this matter moving.

I leave for New Orleans on June 13th and will spend a week down there straightening out some serious pending matters in the local plus some differences with the company. I will submit a full report on the New Orleans situation upon my return.

Fraternally,
T. D. McNeal
T. D. McNeal,
International Field Organizer

TDM/p
Encl.

McNeal

June 8, 1943

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Received your telegram concerning proposals by Missouri Pacific Local #6 and request for me to send notice to Missouri Pacific for conference to revise agreement for the Missouri Train Porters. May I say that we cannot hastily run into this matter. We have got to find out what has been finally settled upon by the operating railway employees.

The status of the wage question of the operating railway employees has not been completely disposed of as yet. I would just tell these men of the Missouri Pacific Railroad that they must wait until we are able to get our program in shape so that we will be able to enter upon the job of revising the existing agreement. So far as I can see now, I shall write the Pullman Company for a conference concerning the increase wage rate before we go into this Missouri Pacific matter.

I note you are going to New Orleans because of unsettled conditions there in the Brotherhood. Keep me informed of developments.

Fraternally yours,

A. Philip Randolph
International President

APR:ha

(55)

W127 36 DL=STLOUIS MO 7 1001A

A PHILLIP RANDOLPH=
=DLD 217 WEST 125 ST=

=MAILING PROPOSALS DRAWN UP BY MISSOURI PACIFIC LOCAL 5 UNDER LAW AND PROVISIONS OF PRESENT AGREEMENT WE HAVE RIGHT TO FILE NOTICE OF INTENTION TO REVISE DISAGREEMENT REQUEST THAT SUCH NOTICE BE SENT MISSOURI PACIFIC IMMEDIATELY=

T D MCNEAL

.5.

McNeal

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

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1716 SEVENTH STREET
OAKLAND, CALIFORNIA

June 24, 1943

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
217 W. 125th Street
New York, New York

Dear Brother Randolph:

Just a word to advise that I have a request from Missouri Pacific Train Porters Local #5 to hold up submitting their proposals until after the holding of a general meeting of this group at Little Rock which is scheduled for this week.

Fraternally,

T. D. McNeal

T. D. McNeal,
International Field Organizer

TDM/p

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
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4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

June 25, 1943

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
217 W. 125th Street
New York, New York

Dear Brother Randolph:

This is to advise that I made the visit to New Orleans. An investigation disclosed that the complaints of the three Grievance Committee Members who submitted their resignation had to do with trivial matters. The complaints as outlined by Pharr were as follows:

(a) Not enough recognition were given Grievance Committee Members in the local office. Questioning him on this matter it developed that the complaining committee men felt that they should generally give orders around the office. After explaining why it was necessary for one person to be responsible to the organization for the operation of the office and ascertaining that the committee had received cooperation from the office in carrying out its duties, everyone involved agreed that it would cause chaos if every local officer or committee member had the right to give orders in the office.

(b) Another of the chief complaints was childish in that the committee men complained that the officers of the local got the car cleaners in New Orleans to sign authorization cards without saying anything about the matter to the committee. There was of course no reason why the grievance committee should be consulted before your orders in this matter were carried out.

(c) Brother Pharr registered the complaint that he was double crossed at the St. Louis Convention in that he was not made a member of the International Executive Board. He claimed that he had a committment from someone that he would be placed on the Board. He, of course, had no committment from me and since he refused to go into details in this matter I am at a loss to know the source of the alleged committment.

(d) Through questioning Brothers Garren, Lester and Pharr I learned that all of them had private consultations with Brother Bradley during their stay at the Convention and all of them claimed that these conversations with Brother Bradley showed that some sort of underhanded work was in progress in the New Orleans Division. Following the Convention, Brother Bradley addressed a letter to the local with instructions that it be read in the meeting and this letter could be construed to mean that some element in the Local Division were fighting the Grievance Committee. The three complaining members of the Committee have used this letter in an effort to stir up feeling within the organization. Brother Bradley not having first hand information of the situation at New Orleans, had no idea of course that his talk with these men and the letter sent to be read in the meeting would have the effect of starting anything.

Upon my arrival in New Orleans I informed Brother Pharr and the Local that if anything was wrong or if anyone was violating any of the rules of the organization, I would straighten out the matter during my stay in the City. However, since no rules were being violated by any of the other officers there was nothing to straigten out. I urged the grievance men not to resign. However, they insisted that the resignation would remain in effect, even though they could give no sensible reason for it. However, Brother Pharr agreed to work along with the newly appointed Committee until they could become well grounded.

The action of these men in resigning as a group did not meet with the approval of a large majority of the membership. Many of the rank and file members spoke on this subject during the series of meetings. They put so much heat on Pharr in one of these meetings until he broke down and cried. But he still insisted that since the three of them had agreed among themselves to resign he would not change his decision. Brother Pharr explained to the men in the meeting that he was tired, had lost weight and had to give up the work in order to protect his health.

Due to the fact that we have a large local at New Orleans it is almost impossible for the regulation Grievance Committee of three men to take care of all of the work to be done on their layovers without requiring them to spend most of their layovers doing organization work. I therefore arranged to build up a six (6) man Committee all of whom have the confidence of the men. Each man was chosen with the following points in mind: First, his record with the organization. Second his ability to absorb instructions. Third, his ability to think on his feet and fourth cool headedness. I am furnishing them with transcripts of cases handled by the Brotherhood in other Districts for study and plan to return to New Orleans sometime during the month of July to hold a series of classes in order that they may have the benefit of the experience of the national grievance machinery. I am confident that we will come out of this thing with a much better set of local grievance machinery than we had in the past.

Another angle on this situation is the fact that it is necessary for someone to be in the Brotherhood office every day in New Orleans where we have three hundred and fifty (35) financial members and a potential membership of five hundred (500). At the present time the local finds it financially impossible to pay anyone a decent wage for this purpose. The person in the office from day to day should be a competent Stenographer in order to write up statements, etcetera for the members. Brother Lester's Daughter has been handling this matter during his absences on his run. The Executive Board and Officers in the local want to place her on a regular salary instead of the present arrangement in which her Father, the Secretary divides his commission with her. I agree that such a step should be taken. Brother Garren discussed this matter with Brother Totten during the recent National Executive Board meeting. Brother Totten too felt it would be sound. I have thoroughly checked the books and accounts of the New Orleans Division and find that this can be accomplished with a $25.00 monthly subsidy from the national organization. I am herewith suggesting that this be done effective July 1st and that Miss Lester be placed on the national pay roll at $65.00 per month with the New Orleans local sending in monthly to Brother Totten the difference of $40.00. I think this set-up will be quite helpful in assuring the continued growth of the New Orleans Division. Presently the monthly collections at New Orleans run above six hundred dollars ($600.00) per month. While I am usually opposed to subsidizing locals I feel that in this instance it is the only way out. Brother Lester and the Executive Board have already agreed that his commission be cut way down in order that the local will be in a position to carry its end of this arrangement.

A meeting was held for car cleaners during my stay in New Orleans. Thirty of them attended and seventeen (17) joined. Each paying the $5.00 fee. A temporary set up was put into effect with the view of setting them up permanently when I return to New Orleans next month. I think we can look forward to having a strong car cleaners local in New Orleans.

Locally we have taken Brother C. D. Miller off the road for a period of one month for the purpose of working with the car cleaners here. He is in the process of getting authorizations signed at the present time and we will hold the first meeting for them after my return from the March conference. Brother Miller's rate of pay will be the $150.00 per month authorized by you.

Fraternally,

T. D. McNeal

T. D. McNeal,
International Field Organizer

TDM/p

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Fraternally,

T. D. McNeal

T. D. McNeal,
International Field Organizer

TDM/p

Mac Neal

COPY

July 6, 1945

Mr. V. L. Johnson
[illegible] Chester Street
Little Rock, Arkansas

Dear Brother Johnson:

In reply to your form letter of July 3rd this is to advise that your proposals were originally held up because of the application of the moratorium of 1941. However, upon the decision of your organization to call a general meeting at Little Rock on June 22nd we were requested to hold up submitting the proposals until after that meeting.

I have on my desk at this time the minutes of the meeting of June 22nd which calls for a large number of changes in the proposals. In line with that I am wiring Brother Crutcher today to come to St. Louis for the purpose of helping to work out and arrange the proposals which are to be submitted to your company. I am more anxious than you that these proposals be submitted and will do everything possible to see that they are submitted at the earliest possible time.

Fraternally,

T. B. McNeal,
International Field Organizer

TBM/P

P. S. I am enclosing herewith the card of Brother Frank R. Ward. This is the second card we have mailed out for Brother Ward but seemingly he has not received the first one sent out. I would appreciate it very much if you will personally see that Brother Ward receives his card.

McNeal

July 8, 1948

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Just a word to say that I think your arrangements in handling the grievances in New Orleans, La. were quite tactful and workable.

I will plan to have the International office subsidize the salary of Miss Lester by $25. The understanding is that the New Orleans division will send in $40 to the International office each and every month. Her pay will be subject to all other deductions of employees in the form of taxes.

Now I got your letter to hold up the request for a conference with the Missouri Pacific Railroad on the revising of the agreement in behalf of the train porters and that you expect to hear from a conference of these men which will be held shortly in Little Rock, Arkansas.

I would suggest that following the conference in Little Rock, Arkansas and before we call for a conference with the Missouri Pacific Railroad that we hold another conference with the train porters of the Missouri Pacific Railroad. Personally I think it is unwise for us to request a conference to revise the agreement of the train porters with the Missouri Pacific Railroad until after this hold question of railroad

Mr. T. D. McNeal July 8, 1943

workers is settled and out of the way. I think we need to tell them in that and show them why. I doubt the practicability of seeking a revision of the agreement while the war is on. But we can discuss this question quite at length with them in a conference more effectively than by correspondence.

Fraternally yours,

A. Philip Randolph
International President

APR:ha

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

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1716 SEVENTH STREET
OAKLAND, CALIFORNIA

440

July 10th, 1943.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

Enclosed herewith please find two copies of the proposals drawn up by the Missouri Pacific men. This is what they say they want and was drawn up in this manner because you promised them that the organization would propose whatever changes they suggested. I hope that you will be able to submit these proposals immediately in order that we may stop some of the griping on the part of these men.

Please do not forget C. D. Miller's pay check.

Fraternally yours,

T.D.McNeal
T. D. McNeal,
Int'l. Field Organizer.

TDM/m
Encl-2

McNeal

July 15, 1945

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Permit me to thank you for the copies of the agreement for the Missouri Pacific train porters. I'll write for a conference today and submit the Proposals to the management.

I will have Brother Totten to send Brother C. D. Miller's pay check.

Fraternally yours,

A. Philip Randolph
International President

APR:hm

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
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4231 SOUTH MICHIGAN AVENUE
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3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

Mc Neal

July 21, 1943

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
217 W. 125th Street
New York, New York

Dear Brother Randolph:

This will acknowledge receipt of your letter of July 17th informing me that the Zone Conference of the St. Louis Southwest is planned for New Orleans during the early or middle part of September. Permit me to state that these plans meets with my hearty approval. If I am still out of the army at that time it is my intention to cover the Southwest Zone and also attend the Zone conference at New Orleans. You will recall that our Zone has not been covered during the past sixteen months.

Relative to Brother C. D. Miller. May I say that he is doing an excellent job in lining up the car cleaners here in the face of tremendous opposition from the company union group. We have collected more than $140.00 in fees from local cleaners and the collection end of our campaign is just getting underway. We already have more than half of the cleaners to sign the authorization forms.

While I am not acquainted with the detailed plans of this campaign I would like to suggest that every possible effort be made to hurry up the car cleaners campaign at the earliest possible time in order that we may call for a Mediation Board election to clench the representation as soon as possible. There many obvious reasons for this but one of the important reasons for this is, since the company union has the representation, the cleaners who join up with us are wide open to petty intimidation and petty mishandling. I am convinced that if we wait too long we will lost some of the ground previously gained. I recognize fully the fact that this means getting the majority of these cleaners throughout the nation in the very near future. I think that this can be done.

When Brother Webster was in St. Louis over the week end he said it was likely that he would want Brother Miller to assist with the organization of car cleaners in some of the districts in his Zone including Chicago. I have had in mind getting your permission to send Miller into Memphis and Dallas. In any event he will be needed around St. Louis at least the balance of this month. Unless I hear otherwise from you we will go ahead and keep him off the road for that length of time.

Fraternally,
Mac.
T. D. McNeal,
International Field Organizer

TDM/p

McNeal

7943

Brotherhood of Sleeping Car Porters

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF
WESTERN UNION TELEGRAM

Mr. T. D. McNeal
11 North Jefferson Street
St. Louis, Missouri

HAVE RECEIVED LETTERS FROM BRO. CRUTCHER AND OTHER MISSOURI TRAIN PORTERS URGING IMMEDIATE ACTION FOR REVISION OF AGREEMENT BECAUSE OF CHANGES MADE IN THE AGREEMENT AND GENERAL CONDITION OF RAILROAD INDUSTRY THINK IT ADVISABLE TO HAVE CONFERENCE WITH MISSOURI TRAIN PORTERS MONDAY JULY 19 BROTHER WEBSTER THINKS IT ADVISABLE TOO LET ME KNOW YOUR REACTION IMMEDIATELY SO THAT WE MAY PLAN CONFERENCE

McNeal

July 30, 1945

Mr. T. D. McNeal
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Find enclosed letter which is self-explanatory. I shall be glad to have Brother Miller go to Memphis and Dallas and later have him help Brother Webster in his zone to get the cleaners organized. I agree with you that we must make our campaign short and successful, for time is on the side of the company union.

Now, I must depend on you and Brother Treacher and Brother Bradley, and the other members of the Agreement Committee to begin the negotiation of the revision of the agreement with the Missouri-Pacific Railroad, August 13. Brother Webster and I are slated to leave Chicago on the eleventh for the regional conference in Los Angeles in Brother Dellum's zone.

I rather think that we won't be able to hold our zone conference in New Orleans until the latter part of September, since Bennie Smith and I have to go to Canada, when I return from the coast on the question of representation for the Canadian porters with the Ministry of Labor. We might plan to hold the conference in New Orleans, September 26, 27, 28. You could advise them of this so that they could plan any other affairs they may wish to hold. As a rule, some recreational affairs are held for the delegates in the form of a reception, dance, or something.

Kindly send to the members of the Missouri-Pacific a copy of this letter from the Missouri-Pacific Railroad, with letter from the same office concerning the proposed conference as you may wish to discuss it.

Fraternally yours,

A. Philip Randolph
International President

APR:BB

McNeal

August 2, 1943

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Find enclosed letter which is self-explanatory. It was accompanied by a list of names of a hundred or more men.

I have written Brother Carrum the enclosed letter.

When I am in St. Louis again or when we meet in New Orleans we can look into this matter.

Fraternally yours,

A. Philip Randolph
International President

APR:RB

A. Philip Randolph
International President
217 West 125th Street
New York City

Milton P. Webster
1st International Vice-President
4231 South Michigan Avenue
Chicago, Illinois

Bennie Smith
2nd International Vice-President
2611-13 Michigan Avenue
Detroit, Michigan

BROTHERHOOD of SLEEPING CAR PORTERS
Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the A. F. of L.
SOUTHWEST ZONE HEADQUARTERS
T. D. McNeal, International Field Organizer
413-14-15-16 Peoples Finance Bldg.
11 N. Jefferson Street
St. Louis, Missouri
Franklin 0033

Ashley L. Totten
International Secretary-Treasurer
217 West 125th Street
New York City

E. J. Bradley
3rd International Vice-President

C. L. Dellums
4th International Vice-President
1716 Seventh Street
Oakland, California

440

August 7th, 1943.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

I have a letter from Brother Wm. Fields, of the Train porters organization on the I. G. N. in which he advises that the white trainmen have initiated action on his road seeking to stop Train porters from doing the headend work claimed by them. I do not see that there is anything we can do about this matter at this point but thought it well to keep you advised of developments.

Brother Fields also wrote that his men want to begin negotiating for a new agreement putting them on a 4500 mile basic month rather than the present basis of 240 hours per month. I am writing Brother Fields that we are going into negotiations with the Missouri Pacific proper this week and that the matter of basic month is the main point to be argued. Further, that it is my feeling that as long as the greater part of the Missouri Pacific system has train porters working 6000 miles per month any effort to place the train porters on the I. G. N. branch of the Missouri Pacific on a 4500 mile basic month would most likely be doomed to failure. I am therefore suggesting to Brother Fields that the effort to secure a 4500 mile month for his men be held in abeyance until some headway is made with the larger end of this system. I would appreciate the benefit of your thinking in this matter.

Things generally are going along fairly well here in St. Louis. The March unit here is in the midst of an action program concerned with integrating Negroes into the employ of public utilities.

Fraternally yours,

Mac.

T. D. McNeal,
Int'l. Field Organizer.

TDM/m

McNeal

August 9, 1943

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Thanks a lot for your statement to the Draft Board.

Fraternally yours,

A. Philip Randolph
International President

APR:ha

Field

August 10, 1943

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

I think your suggestions to Williams Fields of the I.G.N. Railroad is sound. We will watch the action of the Brotherhood of Railroad Trainmen in reference to their role and plan probably to go in if possible and intervene on behalf of the Train Porters against the action of the Brotherhood of Railroad Trainmen. I don't know how far we would get but we may try it.

That is good work the March Unit is doing on public utilities.

Fraternally yours,

APR:ha
Dictated but not read.

A. Philip Randolph
International President

(50)

20 PM 10 12

NW293 35=STLOUIS MO 20 809P

A PHILLIP RANDOLPH=

217 WEST 125 ST=

ADVISE BY RETURN WIRE IF IT IS POSSIBLE TO OPEN NEWORLEANS CONFERENCE ON SEPTEMBER 19TH RATHER THAN SEPTEMBER 26TH. OPENING ON THE 19TH WILL ADD MUCH TO CONFERENCE AND SAVE MUCH MONEY FOR NEWORLEANS LOCAL=

TD MCNEAL.

19 26 19

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS
AN INTERNATIONAL UNION
AFFILIATED WITH THE A. F. OF L.
SOUTHWEST ZONE HEADQUARTERS
T. D. McNEAL, INTERNATIONAL FIELD ORGANIZER
413-14-15-16 PEOPLES FINANCE BLDG.
11 N. JEFFERSON STREET
ST. LOUIS, MISSOURI
FRANKLIN 0033

440

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER
217 WEST 125TH STREET
NEW YORK CITY

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

McNeal

August 25, 1943

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
4231 South Michigan Avenue
Chicago, Illinois

Dear Brother Randolph:

Enclosed herewith please find affidavit for Occupational Classification which I am required to fill out and turn in at my draft board immediately. I am writing up a brief to accompany this affidavit setting forth details. I would appreciate you signing and having this form notarized and returned to me immediately.

Fraternally,
T. D. McNeal
T. D. McNeal,
International Field Organizer

TDM/p
Encl.

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
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217 WEST 125TH STREET
NEW YORK CITY

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

August 27th, 1943.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

In connection with the negotiations with the Missouri Pacific Railroad Company, this is to request that checks covering the time losses and expenses of the three train porters who served on the committee during the several sessions of the negotiations be sent to them at once. The men and the amounts to pay are as follows:

St. Clair Crutcher, 110 Oak St., N. Little Rock, Ark. $58.20; Robert Gill, 3527 Laclede Ave., St. Louis, 3, Mo., $43.59; Walter Allen, 2923 Grand Avenue, Pueblo, Colorado, $99.95.

For your information we are now in the process of getting together with the Company on rules that can be agreed upon without mediation and settling on rules that both sides agree are still in dispute. The latter rules will be ~~sent~~ cited in invoking the services National Mediation Board which we are requesting you to do as soon as the local end is agreed upon.

Fraternally yours,

T. D. McNeal
T. D. McNeal,
Int'l. Field Organizer.

TDM/m

McNeal

August 31, 1943

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

I note the expenses for Brothers St. Clair Crutcher, Robert Gill, and Walter Allen, members of the Agreement Committee, who helped negotiate revision of the agreement with the Missouri Pacific Railroad. I'll advise Brother Totten to send them checks as agreed in your letter.

Fraternally yours,

A. Philip Randolph
International President

APR:hm

McNeal

September 9, 1943

Mr. T. D. McNeal
International Field Organizer
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Have you mapped out a program for the St. Louis southeastern zone conference in New Orleans? No doubt the conference will be the same as those that have been held in Washington, Chicago, and Los Angeles, but have you planned some entertainment for the delegates? If so when will it be? I suppose the New Orleans division will have a dance or something of this sort and a public meeting on the Sunday when it begins.

You can plan to have an executive committee meeting to go into the Grievance Committee situation in New Orleans. If you wish at that time you might have Brother Parr, Brother Williams, and Brother [illegible] to appear since they got out the petition in the interest of the whole Grievance Committee.

Fraternally yours,

A. Philip Randolph
International President

APR:RB

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS
AN INTERNATIONAL UNION
AFFILIATED WITH THE A. F. OF L.
SOUTHWEST ZONE HEADQUARTERS
T. D. McNEAL, INTERNATIONAL FIELD ORGANIZER
413-14-15-16 PEOPLES FINANCE BLDG.
11 N. JEFFERSON STREET
ST. LOUIS, MISSOURI
FRANKLIN 0033

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER
217 WEST 125TH STREET
NEW YORK CITY

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

McNeal

September 17th, 1943.

Mr. A. Philip Randolph;
International President,
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

This to request that you write a letter appealing my reclassification by the Local Draft Board and send same to me, undated, in order that I might have it here available on the date when needed. I am enclosing herewith letters for you to write on national letterheads and return to me. It is quite likely that the Appeals Board will reverse the decision of the Local Board.

Fraternally yours,
Mac.
T. D. McNeal,
Int'l. Field Organizer.

TDM/m
Encl-2

Please mail this matter to me at once.

McNeal

September 21, 1943

Registered Mail
Return Receipt Requested

Mr. John C. Tobin, Chairman
Board of Appeals #7
Selective Service System
Security Building
St. Louis, Mo.

Dear Sir:

I am attaching hereto copy of notice of appeal being sent Local Draft Board #6 in connection with the reclassification of Theodore D. McNeal, Order No. 896.

In view of the facts set forth in the brief which we have requested the Local Board to send to your Honorable Board we are respectfully requesting that Mr. McNeal's deferment be extended in order to grant this organization an opportunity to replace him. As set forth in the brief, the operation of Selective Service has left Mr. McNeal as the only member of our staff in the southwestern area of the country qualified to carry on union-management negotiation services. His induction at this time would have a direct and harmful effect on the essential transportation of members of the armed forces and therefore would be detrimental to the war effort.

Very truly yours,

A. Philip Randolph
International President

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
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DETROIT, MICHIGAN

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11 N. JEFFERSON STREET
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FRANKLIN 0033

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER
217 WEST 125TH STREET
NEW YORK CITY

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

Please Copy this on a national letterhead and send 2 copies (signed).

Registered Mail
Return Receipt Requested

Mr. John C. Tobin, Chairman,
Board of Appeals #7
Selective Service System,
Security Building,
St. Louis, Mo.

Dear Sir:

I am attaching hereto copy of notice of appeal being sent Local Draft Board #6 in connection with the reclassification of Theodore D. McNeal, Order No. 695.

In view of the facts set forth in the brief which we have requested the Local Board to send to your Honorable Board we are respectfully requesting that Mr. McNeal's deferment be extended in order to grant this organization an opportunity to replace him. As set forth in the brief, the operation of Selective Service has left Mr. McNeal as the only member of our staff in the southwestern area of the country qualified to carry on union-management negotiation services. His induction at this time would have a direct and harmful effect on the essential transportation of members of the armed forces and therefore would be detrimental to the war effort.

Very truly yours,

A. Philip Randolph,
International President.

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS
AN INTERNATIONAL UNION
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11 N. JEFFERSON STREET
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ASHLEY L. TOTTEN
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217 WEST 125TH STREET
NEW YORK CITY

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

440

Please copy this on a National letterhead

~~September 17th, 1943.~~

Send 3 copies, all signed

Registered Mail
Return Receipt Requested

Local Draft Board #6
Selective Service System,
#4 N. 8th Street,
St. Louis, Mo.

In re: Theodore D. McNeal
Order No. 695

Gentlemen:

With further reference to the reclassification of Theodore D. McNeal, International Field Representative of this organization, please be advised that we are herewith serving notice of appeal of this reclassification.

We are respectfully requesting that all of the submissions made by the organization to the local draft board be forwarded to the Appeals Board.

Very truly yours,

Brotherhood of Sleeping Car Porters

By_________________________
A. Philip Randolph,
International President.

[illegible]

September 21, 1943

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Find enclosed letters requested. Hope everything works out alright. I have just returned from [illegible] this morning, and I am sending you these letters forthwith.

Fraternally yours,

A. Philip Randolph
International President

APR:EB

McNeal

September 22, 1943

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

What is the status of the Missouri-Pacific case? How are the plans for the conference going for New Orleans?

The hearings on discrimination on the railroads in Washington, D. C. were a great success. The Brotherhood members and officials can feel proud of this great achievement.

Fraternally yours,

A. Philip Randolph
International President

APR:BB

re Neal

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
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FRANKLIN 0033

440

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER
217 WEST 125TH STREET
NEW YORK CITY

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

September 28, 1943

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
217 W. 125th Street
New York, New York

Dear Chief:

This is to advise that we held another conference yesterday with the Missouri Pacific Railroad Company relative to the matter of revising their agreement covering their porters. Due to the fact that there were no big decisions to be made we did not call in the train porters on the Negotiating Committee.

Thus far we have reached agreement on approximately 36 rules. However, no agreement has been reached on six or seven key rules, most of which involve our demand that the basic month be lowered and the consequent increase in mileage rate. While the company has more or less consistently refused to go along in lowering the basic monthly mileage, it is my opinion that we might be able to get them to cut the mileage from 6,000 down to 5,500. We have asked for a 4,500 mile month. I don't believe that we will secure a 4,500 mile month through mediation or any other means. The Train Porters have no economic strength and we are therefore in no position to enforce such drastic demands.

The company has asked for a final conference with the Committee before we submit these unsettled rules to mediation. This conference will be held sometime within the next two or three weeks.

Relative to the Zone Conference to be held at New Orleans beginning October 24th permit me to advise that Brothers Garran and Lester informed me that all of the local preparations have been or are being made. This includes adequate entertaiment for the Delegates. About twenty-seven Delegates will be in attendance from locals other than New Orleans. It is my understanding that New Orleans proposes to have about five men present.

Relative to my draft situation I am sorry to advise that on yesterday I received a notice to report for induction on October 9th. However, my local draft board had jumped the gun in sending this notice to me before the 10 day appeal period expired. I am taking all possible steps in an effort to correct this violation of selective service rules. I feel confident that I can work this matter out and will not be inducted at that time.

However, in order that we may be protected from any eventuality I suggest that either you or Brother Webster plan to be present in St. Louis for the next and final-before-mediation conference with the Missouri Pacific Railroad Company. I will advise you of the date set for this conference whenever we can get together with the company on same.

I would appreciate you keeping me advised of your exact where abouts during the next 20 days. This is highly important in that to straighten out this draft situation it is quite likely that another appeal will have to be made to the national set up at Washington.

Fraternally yours,

Mac,

T. D. McNeal,
International Field Organizer

TDM/p

October 2, 1943

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

I will have Totten send $25 for the Labor Hall.

I am sorry that you are expected to be inducted October 9, but I am glad to know you think it is possible to overcome this.

You can reach me at the Statler Hotel in Boston from October 4 through 16. Then I shall come back to New York and remain here until the 22nd of October when I leave for Chicago and then to New Orleans for the conference.

Hope you work this draft matter out alright.

Fraternally yours,

A. Philip Randolph
International President

APR:RB

McNeal

SELECTIVE SERVICE SYSTEM

Local Board No. 6
St. Louis City
75
191
OCT 6 1943
006
Rms. 320-321 St. Nt'l Life Bg.
(STAMP OF LOCAL BOARD)
St. Louis, Missouri

October 6, 1943

Mr. A. Phillip Randolph,
International President of the
Brotherhood of Sleeping Car Porters,
217 West 125th Street,
New York, N. Y.

Dear Sir:

Your communication under date of September 27th requesting an appeal for Theodore D. McNeal, registrant order #695, has been allowed. Same has been sent to the local appeal board here in St. Louis and you will be advised as promptly as possible of their decision.

Yours very truly,

Appeal Agent

FOR VICTORY
BUY
UNITED STATES
WAR
BONDS
AND
STAMPS

(22).

AB299 17=STLOUIS MO 26 304P

A PHILIP RANDOLPH=

217 WEST 125 ST NYK=

=PLEASE URGE BROTHER MCLAURIN TO SEND INFORMATION ON TRAIN PORTERS PILLOW HANDLING AS SOON AS HUMANLY POSSIBLE=

=T D MCNEAL..

McNeal

November 20, 1943

Mr. T. D. McNeal
International Field Organizer
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Find enclosed copy of letter which is self-explanatory. I find that the Texas and Pacific Railway Company is only paying the operating employees on the basis of the decision of the Emergency Board claiming it legal since it was not disapproved by the Stabilization Director, Vinson.

Now, the Brotherhood cannot take the position of rejecting an increase, but we can point out to them that we reserve the right to come in for the differential if the final settlement provides a higher increase than the present decision by the Emergency Board allows. I think it is well for us to be on record with this understanding.

Fraternally yours,

A. Philip Randolph
International President

APR:RB

AF:OR
23076

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT

BROTHERHOOD of SLEEPING CAR PORTERS

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11 N. JEFFERSON STREET
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FRANKLIN 0033

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

December 3rd, 1943.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

Enclosed herewith please find photostats of the new Missouri Pacific Train porters' agreement as of the date on which the company and the Brotherhood agreed that we could not get together on the rules remaining in dispute.

On the left side of the sheets you will find the rules agreed to and set aside. On the right side you will find the rules still in dispute, the settlement of which will require the invocation of the services of the National Railroad Mediation Board.

Conferences with the Missouri Pacific on this matter were held in the Missouri Pacific Building, at St. Louis between the Brotherhood and Mr. H. E. Roll, Chief Personnel Officer of the Missouri Pacific Company on the following dates: August 12th, August 14th, September 27th and November 18th. It was in the November 18th conference that it was decided that there was no possibility of agreement between the parties on the rules remaining in dispute.

Permit me to call your attention to the fact that this matter should be submitted to the Mediation Board prior to December 17th, 1943.

Fraternally yours,
T. D. McNeal
T. D. McNeal,
Int'l. Field Organizer.

TDM/m

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS
AN INTERNATIONAL UNION
AFFILIATED WITH A. F. OF L.
SOUTHWEST ZONE HEAQUARTERS
T. D. MCNEAL, INTERNATIONAL FIELD ORGANIZER
413-14-15-16 PEOPLES FINANCE BLDG.
11 N. JEFFERSON STREET
ST. LOUIS 3, MISSOURI
FRANKLIN 0033
440

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

December 16th, 1943.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters
217 W. 125th Street,
New York City, N. Y.

Dear Brother Randolph:

Enclosed herewith please find a form which the Pullman Company is requiring all the cleaners who have been hired during the war to sign. I understand that the company union has agreed to the use of this form.

Permit me to point out the danger of this thing at the time the Brotherhood calls for a Mediation Board election to determine representation. It could be construed to mean that these war time workers would not vote in such an election. In the event this interpretation is not placed upon it quite a number of our key people could be furloughed before the election which would end their employe relationship.

Petty officials in the yards here are continuing their campaign of intimidation--telling new cleaners that unless they join the company union they will be assigned to the most unpleasant task; or, subjected to dismissal.

I do not want to appear unduly concerned but I am afraid that we are not putting enough steam behind the car cleaners campaign in most sections of the nation. This is particular true if we still plan to make a bid for representation in February. I think Brother McLaurin will agree that unless positive steps are taken in the balance of the country immediately the Eastern zone and the Southwestern Zone will be decidedly handicapped in carrying on their end of the car cleaners' campaign.

We would appreciate any suggestions from you or Brother McLaurin as to methods of intensifying our car cleaners drive. While I think that our progress down here is fairly good we do not want to overlook any bets.

I hope that the Missouri Pacific matter has been taken up with the National Mediation Board. With kindest personal regards, I am

Fraternally yours,
TMac
T. D. McNeal,
Int'l. Field Organizer.

TDM/m
Encl.

EMERGENCY WARTIME EMPLOYMENT

Employment of emergency wartime employes as provided for in Supplement No. 4 (effective June 1, 1943) to the Agreement of December 16, 1939, between The Pullman Company and its Mechanical, Labor, Storeroom Non-Clerical, and Car Cleaning Employes in Districts and Agencies in the United States of America and in Canada, represented by The Independent Pullman Workers Federation.

ST. LOUIS RANKIN YD.
(DISTRICT OR AGENCY)

DEC 13 1943, 19

To MR. T. C. [illegible]
(DISTRICT SUPERINTENDENT) [illegible]

This certifies that I, GENEVIEVE HOPGOOD, have been employed by THE PULLMAN COMPANY at ST. LOUIS RANKIN YD. as CLEANER, effective 10-8, 1943, with the understanding that I shall be considered as an emergency wartime employe in accordance with the provisions of Supplement No. 4 (effective June 1, 1943) to the working Agreement between The Pullman Company and its Mechanical, Labor, Storeroom Non-Clerical, and Car Cleaning Employes in Districts and Agencies. It is therefore understood by me that I shall not acquire seniority and that I shall be considered out of the service should I be laid off or my employment with the Company be otherwise terminated, but that my hours of service and other working conditions shall be governed by the rules of the working Agreement.

Genevieve Hopgood
(SIGNATURE OF EMPLOYE)

(WITNESS)

(WITNESS)

NOTE: This form should be prepared in triplicate, the original and two copies to be signed by the employe and witnessed by the supervisory officer and by one other person, preferably the local representative of The Independent Pullman Workers Federation. The original of this form should be forwarded to the Supervisor of Industrial Relations in Chicago, one copy retained by the District Superintendent or Agent and one copy retained by the employe.

FORM 93.1353 THE PULLMAN PRESS, CHICAGO, U. S. A.

December 21, 1943

Mr. T. D. McNeal
International Field Organizer
11 North Jefferson Street
St. Louis, Missouri

Dear Mac,

Permit me to thank you for your letter of December 18th with form for car cleaners which is issued by the Pullman Company. I think your observations on this matter are good, but there is nothing we can do about it, because we have no relations with the Company on the car cleaners. The remedy as I see it is to actually organize the car cleaners, and that we have got to do with some degree of speed. We are stepping up the work in New York, and Web is getting busy in Chicago. We ought to have a strong drive beginning the first of the year to organize the car cleaners.

I have already put the Missouri-Pacific case before the Mediation Board.

Fraternally yours,

A. Philip Randolph
International President

APR:RB

AF:OR
25076

Mr. Neal

December 21, 1943

Mr. T. D. McNeal
International Field Organizer
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

I will file the case for the train porters with the Missouri-Pacific.

Fraternally yours,

A. Philip Randolph
International President

APR:ED

AF:CE
[illegible]

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT

BROTHERHOOD of SLEEPING CAR PORTERS

TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS
AN INTERNATIONAL UNION
AFFILIATED WITH A. F. OF L.
SOUTHWEST ZONE HEAQUARTERS
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ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER

E. J. BRADLEY
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11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

December 30, 1943

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
217 W. 125th Street
New York 27, New York

Dear Brother Randolph:

With reference to the general order on the new tax please advise me immediately if a new member joining the Brotherhood will be required to pay both the tax of 1941 and the tax being levied at this time.

Fraternally yours,
T. D. McNeal
T. D. McNeal,
International Field Organizer

TDM/p

McNeal

[1943]

COPY

Mr. Ashley L. Totten
International Secretary Treasurer
217 W. 125th Street
New York, N. Y.

Dear Brother Totten:

We are having some serious trouble at New Orleans and it is imperative that I get down there for the purpose of holding meetings and making an effort to settle the differences existing between the men and with the company.

I am therefore leaving St. Louis on Sunday, June 13th and will return here on June 20th. The car fare will be $59.69 and I will need seven days maintenance. I am attaching hereto the receipt for the car fare arrangements for which had to be made far in advance. Please send me a check for the total as soon as convenient.

I am sending a copy of this letter to Brother Randolph instead of writing him direct because I am not certain just where to find him.

Fraternally,

T. D. McNeal.

ASA PHILIP RANDOLPH SUBJECT FILE BROTHERHOOD OF SLEEPING CAR PORTERS

CORRESPONDENCE

McNeal, T. D.

1944-70
&
undated

3

[illegible]

January 8, 1944

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

All new members will be required to pay both the tax of 1942, and the new tax now levied, with the exception of the Convention Tax of 1942. Thus, the new member will be required to pay $57.00.

Fraternally yours,

A. Philip Randolph
International President

APR:[illegible]

c.c./[illegible]
[illegible]

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
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BROTHERHOOD of SLEEPING CAR PORTERS

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ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

Miller

January 18th, 1944.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
217 W. 125th Street,
New York 27, N. Y.

Dear Brother Randolph:

I was in New Orleans January 9th through January 15th, in connection with the handling of several serious grievance cases. The trip was made at the urgent request of the New Orleans Grievance Committee.

In connection with these cases it was necessary to hold Brother V. O. Duncan of the New Orleans Grievance Committee off the road for several days. In addition, it was necessary to have the presence of witnesses who found it necessary to lose time from their jobs. The New Orleans local, at my request, paid the witnesses fees totalling $12.00.

I am therefore requesting that Brother Totten send a check to the New Orleans local for $12.00, and a check for $25.00 to Brother V. O. Duncan at ~~[illegible]~~ 2415 6th Street, for time lost and expenses.

Things generally at New Orleans are going along O. K. The local treasury is down due to the tremendous amount of expense the local had in connection with our Zone Conference there. However, plans are already under way to rebuild the local reserve. The Grievance Committee there is doing a good job. The car cleaners are going along splendidly. I held several meetings during the time I was in the city.

We are still making little headway with the Car Cleaners in Memphis, Houston and Little Rock.

I have information which I consider reliable to the effect that Brother J. C. Gray, Secretary-Treasurer, Little Rock Division, is ~~actually~~ actively opposing the assessment covered in your bulletin of January 1st, 1944. Some of the Little Rock brothers also inform me that about one month ago Brother Gray represented a non-Brotherhood man in a hearing at Little Rock, It is reported that he represented this man because the Pullman Superintendent told him to do so. The man was fired and Brother Gray has made no report to the Zone office of the matter. What action, if any, would you suggest that we take in these matters?

Fraternally yours,
T. D. McNeal
T. D. McNeal,
Int'l. Field Organizer.

TDM/m

cc: Ashley L. Totten.

WESTERN UNION

11	[illegible]-4	31

From: St Louis Mo. [illegible] Jan. 20, 1944

To: A Phillip Randolph

217 W 125 St

Would Like To [illegible] [illegible] On [illegible] Relative To Pay Rates Of Train Porters In This Area. Please Secure And Forward Copies Of Final Statements Reached By Operating And Non-Operating Groups

[illegible]

1114a

WESTERN UNION

[illegible]

[illegible] HOTEL [illegible]

[illegible] TO TAKE STEPS TO [illegible] OF TRAIN

[illegible]

[illegible] BY [illegible]

[illegible]

McNeal

January 27, 1944

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

I have written all the railroads in your zone for a conference to affect allocation of the wage increase for the employees we represent. As soon as I hear from them I will ship the information to you so that you can get into the business of getting this matter settled.

Now I did not write the Missouri Pacific because I assume that the negotiations that will be resumed under the National Mediation Board will take care of the wage increase along with the working rules for this work, if it isn't kindly let me know right away.

Fraternally yours,

A. Philip Randolph
International President

APR:ba

af:oe
23076

January 28, 1944

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Permit me to thank you for your letter of Jan. 18th, 1944 advising me of your trip to New Orleans and the expenses entailed.

I note your comments on the status of the car cleaners in Memphis, Houston and Little Rock. I think when Brother Miller returns from this trip that it will not be necessary to continue his organizing the car cleaners because the work in St. Louis and throughout the zone may be kept up by the zone office.

I am surprised to hear that Brother Grey, Secretary-Treasurer of Little Rock is opposing the assessment. It is apparent that you cannot depend on Brother Grey when it comes to standing by the program for the Brotherhood. I would send Brother Grey a straight, positive letter informing him that he must either stop opposing the assessment or we will have no other alternative than to take him out of office. This action of Brother Grey cannot be tolerated because it will not only hamper the work in Little Rock but spread to other districts.

Fraternally yours,

A. Philip Randolph
International President

APR:bm

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT

BROTHERHOOD of SLEEPING CAR PORTERS
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FRANKLIN 0033

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

Agreement Railroad
Texas & Pacific

February 4, 1944

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
217 W. 125th Street
New York 27, New York

Dear Brother Randolph:

Enclosed herewith please find copy of memorandum agreement signed by Brother Bennett with the Texas and Pacific Railroad. You will note that this agreement begins "in full settlement of wage question concerning porters", and that further down the rates of pay are established with this language "train porters rate, if and when employed" -"chair car porters rate,as now employed." This language is clearly designed to show to the Adjustment Board that the Brotherhood presently recognizes these men as chair car porters instead of train porters and further, that we accept this as a settlement of the wage question.

Brother Bennett was instructed by telephone not to sign anything. He was told to secure a copy of the management's proposal and send same to Zone and National headquarters with the explanation to the management that under our rules such agreements must be signed by an International officer. He was told the reason for this was that we wanted to protect ourselves [redacted] in the matter pending before the Fourth Division of the Railroad Adjustment Board. Brother Bennett agreed to carry out these instructions.

The following day he telephoned me and advised that the whole matter had been settled and signed. This is the second time that Brother Bennett has made the mistake of furnishing his carrier with documents to be used against the Brotherhood in our disputes with them. I hope that you will see my point in requesting that you advise all train porter General Chairmen that they simply must not sign agreements with their carriers until these agreements have been reviewed and approved by either the Zone or National office.

In view of all circumstances I do not think it would be wise to remove Bennett from office at this time. I think that if you handled this matter directly with him you might be able to throw enough fear into him to hold him in line at least until we have cleared up pending disputes with the carrier.

Fraternally yours,

T. D. McNeal.

T. D. McNeal,
International Field Organizer

TDM/p
Encl.

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

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BROTHERHOOD of SLEEPING CAR PORTERS
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11 N. JEFFERSON STREET
ST. LOUIS 3, MISSOURI
FRANKLIN 0033
[redacted]440

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

February 9, 1944

Missouri-Kansas-Texas
Railroad

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
3456-58 South State Street
Chicago, Illinois

Dear Brother Randolph:

Attached hereto please find an original and duplicate copy of the agreement signed with the Missouri-Kansas-Texas Railroad covering the back time, pay increase and vacation.

The Committee set up by the operating group to work out with railroad management the matter of application of the vacation rule has not yet concluded an agreement on this matter. This accounts for the fact that we agreed to accept the vacation on the basis agreed to with the other operating groups since all of them work on a mileage basis.

The last paragraph of this agreement was taken verbatim from the official settlement made between the trainmen, engineers and the carriers. You will note that it does not mean that these rates automatically expire when the war is over but that either side will have the right to press for changes after the war. This stipulation was read into the operating agreements by President Roosevelt himself.

I confer with the Kansas City Southern at Kansas City, Missouri on February 15th and with the Cotton Belt on February 21st. Nothing has been heard as yet from the International Great Northern.

Fraternally yours,
T. D. McNeal
T. D. McNeal,
International Field Organizer

TDM/p

cc to Mr. M. P. Webster.

McNeal

February 19, 1944

Mr. T. D. McNeal
International Field Organizer
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Permit me to thank you for your letter of February 9th with copies of the Agreement with the Missouri-Kansas-Texas Railroad, covering the back time, pay increase and vacation. This is a question for the Committee.

I am also in receipt of your letter of February 6th with enclosure of Agreement concerning the wage increase on the Texas and Pacific Railroad signed by Brother Bennett.

I shall write Brother Bennett advising him that in the future railroad agreements are not to be signed until they have first been presented to the home office of the Brotherhood.

Keep up the good work.

Fraternally yours,

A. Philip Randolph
International President

APR:BB

af/ce
22076

Dictated but not read.

McNeal

March 6, 1944

Mr. T. D. McNeal
International Field Organizer
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

I will have Brother Totten to send the funds to the Brothers suggested in your letter of February 25th.

You have done a mighty fine job on the negotiation of the wage increase, vacation with pay and overtime for the train porters.

Fraternally yours,

A. Philip Randolph
International President

APR:ED

af/ce
23076

542P

MPV96 35 4 EXTRA=DUPLICATE OF TELEGRAM TELEPHONED STLOUIS MO MAR 24 1105A

A PHILIP RANDOLPH, CARE M GREGORY=
2624 29 AVE TAMPA FLO=

IF AT ALL POSSIBLE PLEASE ASCERTAIN FROM PULLMAN WHEN BACK TIME WILL BE PAID NOTIFY US OF DATE IN ORDER THAT ZONE MACHINERY MAY EFFICIENTLY COLLECT ASSESSMENT KINDLY REPLY BY WESTERNUNION=

T D MCNEAL.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

McNeal

April 20, 1944

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

I will write the National Mediation Board concerning delay in assigning a mediator to the case involving the Missouri Pacific Railroad. It is a rather long time since the case was filed.

Fraternally yours,

A. Philip Randolph
International President

APR:hm
Enc.

af:cc
23076

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT

BROTHERHOOD
of
SLEEPING CAR PORTERS

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ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER

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11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

April 17, 1944.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters
217 W. 125th Street,
New York 27, N. Y.

Dear Brother Randolph:

With reference to the negotiation with Missouri Pacific Railroad Company permit me to callyour attention to the fact that the National Mediation Board has not yet assigned a Mediator to this unsettled dispute. Several months have passed since the services of the Board were invoked.

This morning the Chief Personnel Officer of the Missouri Pacific telephoned me, asked me about the unusual long delay and suggested by inference that we have been holding up mediation.

In view of the above I would like to suggest that you write the Secretary of the Mediation Board inquiring as to the approximate time when the Board will be able to assign a Mediator to this dispute.

For your information the Missouri Pacific, ~~who~~ which owns the International Great Northern, is holding up a final settlement on the ~~passed~~ raise on the International Great Northern until we settle on the matter of wages on the Missouri Pacific proper. They applied most of the raise in fact to the International Great Northern but used one excuse after another to agoid signing a formal memorandum. In conferences they have clearly indicated to me that in their thinking the two cases ought to be settled at the same time. I have told them that we will not permit them to use the International Great Northern settlement as a club over the heads of the Missouri Pacific Train porters.

We are still hoping that you will find it possible to come to St. Louis and speak at a mass meeting held by the March On Washington Committee next month.

If it will be possible please give us a date at the earliest possible time.

Fraternally yours,
TMac.
T. D. McNeal,
Int'l. Field Organizer.

TDM/m

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

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BROTHERHOOD of SLEEPING CAR PORTERS

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C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

Ans. 5-26-44

May 10, 1944

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
1735 - 24th Avenue
Seattle, Washington

Dear Brother Randolph:

Enclosed herewith please find copy of letter being sent to New Orleans today. I would appreciate you writing them something along this line yourself. It will save quite a lot of trouble later. These men apparently think that Rule 8 gives them the right to flatly refuse to do station duty.

The New Orleans Division in its last regular meeting unanimously passed a motion requesting my presense there during their elections this year. I have told them that I would come, subject to your approval.

It appears that it will be necessary for me to make a trip to San Antonio sometime within the next 30 days because of trouble being promoted there by Flaggs the ousted President who has on a campaign to vote out of office all of the other local officers and at the same time get back into office himself. It appears that he has put out some pretty vicious propoganda which cannot be straightened out by the local men themselves.

We have definitely scheduled you to speak for us here on the evening of Tuesday June 20th. I will write you more about this later.

Fraternally yours,

Mac

T. D. McNeal,
International Field Organizer

TDM/p

New Orleans Div
McNeal

COPY

May 10, 1944

Officers and Members of the
New Orleans Division
227½ So. Rampart Street
New Orleans, Louisiana

Sirs and Brothers:

It has been brought to the attention of the Zone office of the Brotherhood that there is an unusual situation existing in New Orleans with reference to the matter of extra men doing station duty. It has been brought out that many of the men do not desire to perform this work and that as a result it has grown increasingly difficult for the company to assign men to this duty. We also understand that Superintendent Olney is taking the position that men who refuse to do station duty must submit a statement setting forth their reasons for this action.

Immediately upon receiving this information we had consultation by telephone with Brother Webster, Chairman of our International Executive Board and the Brotherhood's top expert on the agreement. After full discussion of the matter the three of us agreed on the following: Rule 8 of the agreement does not give any porter the right to refuse to perform station duty. Station duty is as much a part of a porter's duty as is making beds on a troop train. It is covered in our agreement with the company and it was mutually understood that porters would continue to perform this service as they have for numberless years.

We further agree that porters who consistently refuse to do station duty place their jobs in jeopardy because such action on the part of the porter makes a member liable to a charge of insubordination which in turn could cause the porter's discharge.

District Superintendent Olney is within his rights in asking for statements from men who refuse to perform any of the porters work and this includes station duty.

In view of the above which is based upon previous decisions of the National Railroad Adjustment Board we advise and urge the officers and members of the

New Orleans Division to immediately correct this attitude by doing station duty whenever you are assigned to it unless you have a good and sufficient reason which will give you protection in the event the Pullman Company files charges against you. Remember, you nor your organization will have a leg to stand on if you flatly refuse to do station duty and the company files charges against you. May we have your cooperation in this matter.

Fraternally yours,

T. D. McNeal,
International Field Organizer

E. J. Bradley,
3rd Vice-President

TDM/p

cc to A. P. Randolph,
International President

COPY

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS
AN INTERNATIONAL UNION
AFFILIATED WITH A. F. OF L.
SOUTHWEST ZONE HEAQUARTERS
T. D. MCNEAL, INTERNATIONAL FIELD ORGANIZER
413-14-15-16 PEOPLES FINANCE BLDG.
11 N. JEFFERSON STREET
ST. LOUIS 3, MISSOURI
FRANKLIN 0033

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

Ans. 5/29/44

May 18, 1944

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
217 W. 125th Street
New York 27, New York

Dear Brother Randolph:

Enclosed herewith please find copies of a folder being distributed by the St. Louis Unit of the March in connection with our present financial drive. All the March people are looking forward eagerly to your coming on June 20th.

In the event that you do not have another pressing engagement immediately after the 20th the St. Louis Division of the Brotherhood would appreciate you speaking to a joint meeting of local Brotherhood people, including Car Cleaners, Train Porters, Pullman Mechanics and Pullman Porters. Or perhaps you could speak to these people on the evening of the 20th but I recognize that to meetings in one day would be a pretty heavy load and therefore had hoped that you might find it possible to stay over until the following day. In the event your schedule is crowded we will simply omit the Brotherhood meeting.

We are again having a lot of trouble in the San Antonio District. The new trouble is being promoted by ex-President Flagg who, under your decision in his case, is preparing to run for the Presidency of the local again. He and his supporters are saying that they propose to displace every officer presently serving in the local. Those now in office in San Antonio are doing and have done a tremendously job. That the Grievance Committee is capable is proved by the fact that we have just won two cases initiated by them before the National Railroad Adjustment Board. Brother Totten will verify the statement that financial reports being received from San Antonio is far above the average. It is my belief that Flaggs' coming back into the picture will do nothing other than create strife. None of the present officers are willing to serve with him. However, I understand he has built up quite a bit of support among one element of the membership whom he tells that no man who is working as a porter can handle grievances efficiently. As I see this picture Flaggs' one object in coming back into the set up would be for the political prestige it would give him with the

City Administration with whom he plays ball politically.

The local has furnished me with photostatic evidence proving that it gave Flaggs money to pay for long distance telephone calls made during our visit there in 1940 and that instead of paying that telephone bill Flaggs pocketed the money and the people whose telephone was used are constantly hounding the Brotherhood local for payment. I have suggested to the local that they pay this bill since Flaggs evidently does not propose to do so. They have a receipt from Flaggs showing that the money was turned over to him for that purpose. Frankly, I am wondering if there isn't some way that we could ethically avoid impending scraps in the local. At present the officers are urging me to come to San Antonio for a series of meetings with the hope of, as they put it, "Clear up some of the fog or lies being spread". I am not certain that this would be the correct course to follow.

The New Orleans Division by a unanimous vote in its last regular meeting and is requesting that I come to New Orleans and remain there during their elections this year. I have informed them that, with your permission, I will comply with their request. We can ill afford to have anything happen in this fine, browing division. I would appreciate some observations from you on the subject matters of this letter.

With kindest personal regards, I am

Fraternally yours,
T. D. McNeal
T. D. McNeal,
International Field Organizer

TDM/p

McNeal

May 26, 1944

Mr. T. D. McNeal, International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

I note your letter to the members and officers of the New Orleans Division concerning the performance of station duty. Your advice to the officers and members is quite sound and correct and I hope they will show the wisdom and loyalty to themselves and the Brotherhood to follow it. I shall write them accordingly.

Fraternally yours,

A. Philip Randolph
International President

APR:aap

McNeal

May 29, 1944

Mr. T. D. McNeal, International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

I plan to be on hand for the meeting June 20 for the March on Washington Movement. I have written Brad to call a conference of the Missouri Pacific train porters for 11:00 O'clock Wednesday, June 21. I wish you would take care of this.

The night of June 21 we may hold a meeting of the Brotherhood of Sleeping Car Porters and car cleaners and I will leave the morning of the 22nd. Brother Webster will be with me and you may have him scheduled to speak at the meetings.

I consider it important that you go to New Orleans during the election and also to keep your hand on the San Antonio District to prevent trouble in that election. If necessary, I will write the members that a fight over the election will injure the organization and if the officers are alright they should be retained. Let me know what you think about this.

Fraternally yours,

A. Philip Randolph
International President

APR:aap

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT

BROTHERHOOD of SLEEPING CAR PORTERS
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T. D. MCNEAL, INTERNATIONAL FIELD ORGANIZER
413-14-15-16 PEOPLES FINANCE BLDG.
11 N. JEFFERSON STREET
ST. LOUIS 3, MISSOURI
FRANKLIN 0033
440

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

McNeal

June 26, 1944

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
3456-58 South State Street
Chicago, Illinois

Dear Brother Randolph:

Enclosed herewith please find draft of bulletin to be sent to the membership on the Missouri Pacific. Kindly make the necessary changes, etcetera, and forward same back to me in order that we may get this into the hands of the men.

Fraternally yours,
Mac
T. D. McNeal,
International Field Organizer

TDM/p
Encl.

July 6, 1944

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Kindly make reservations for me at the Booker T. Washington Hotel for July 15th. Will arrive on the morning of the 15th. I hope you have made plans to invite a good cross section of the prominent white and colored citizens to set up a local council for a permanent FEPC.

Kindly arrange to have the meeting in the downtown Central YWCA. I would invite a good number of the preachers, teachers, lawyers, doctors, social workers, trade union leaders and businessmen and have a good number of the Brotherhood people there also. About 100 or 200 will be enough.

Fraternally yours,

A. Philip Randolph
International President

apr:ha
af:cc
23076

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

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ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

August 9th, 1944.

Mr. A. Philip Randolph,
International President,
Brotherhood of Sleeping Car Porters
217 W. 125th Street,
New York 27, N. Y.

Dear Brother Randolph:

Several of the train porters employed by the Wabash Railway Company have made inquiry relative to setting up a Brotherhood local on their road and seeking to negotiate an improved agreement. They have talked with train porter members on other roads and have learned from some of these men that when they came into the Brotherhood they were admitted for $15.00. They now want to know whether or not, if they come in as a group, they would be permitted to become full members for $15.00 each, without payment of the $22.00 tax.

I have advised these men that the initiation fee, in effect, is $57.00 and that you are the only official of the organization who would have the authority to instruct me to talk with them on any other basis. Some of our Brotherhood men who operate with these train porters requested that I write you asking if we could not take these fellows in at $15.00 each. There are only about twenty of them on the system. I would appreciate some observation from you in this matter.

Fraternally yours,
Mac
T. D. McNeal,
Int'l. Field Organizer.

TDM/m

McNeal

August 10, 1944

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac;

Referring to your letter of August 9th concerning the Wabash train porters coming into the Brotherhood for the payment of $15 each without the payment of $22 Tax, may I say that this cannot be done. Every porter who joins the Brotherhood will have to pay the $37. Of course, a porter could pay $15 down to join and the Tax of $22 in two installments but there is no waiving of the Tax for any porter.

I just got a letter from San Antonio signed by J. A. Dixey, C. W. Black, E. Lewis, J. D. Dixon, C. Thomas, and S. W. Walker who have made this statement a copy of which is enclosed. Have you heard anything about this?

Fraternally yours,

A. Philip Randolph
International President

APR:bm
Enc.
af:cs
22076

August 17, 1944

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Send me all of the authorization cards of the car cleaners and yard forces in the St. Louis and Southeastern Zone. I want to determine whether we are ready to call for the right of representation for car cleaners.

Fraternally yours,

A. Philip Randolph
International President

APR:bm

af:oe
E3076

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
NIGHT LETTER	NIGHT LETTER

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

September 13 19 44

WHEN IN DOUBT
"Answer by WESTERN UNION" or similar phrases may be included without charge.

To T. D. McNeal

Care of or Apt. No. Brotherhood of Sleeping Car Porters

Street and No. 11 North Jefferson Street

Place / St. Louis, Mo.

RECEIVED THE FOLLOWING TELEGRAM FROM THE NATIONAL MEDIATION BOARD HAVE REPLIED THAT APPLICATION IS WITHOUT JUSTIFICATION AND TENDS TO CREATE CONFUSION.

A PHILIP RANDOLPH

Sender's Name

Address Tel. No.

BY DIRECT WIRE FROM

WESTERN UNION

QTH2 STRAIGHT SEPTEMBER 26 1944 =

T D MC NEAL 11 NORTH JEFFERSON STREET
ST LOUIS MO =

FRIDAY OCTOBER 27TH OKAY FOR MEETING I WILL BE ON HAND TO SPEAK =

A PHILIP RANDOLPH.

PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT

BROTHERHOOD of SLEEPING CAR PORTERS
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ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

September 29, 1944

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
217 W. 125th Street
New York 27, New York

Dear Brother Randolph:

With regard to your letter of September 26th concerning the case of ex-Porter W. Sharper of the Dallas Division please be advised that Sharper was accorded a full and fair hearing at Dallas on July 29th. Brother Webster and I happened to be in Dallas on that date conferring with the Texas and Pacific Railroad and the two of us handled Sharper's defense.

The company proved beyond any doubt that Sharper was drunk in the Station at Atlanta. He was arrested and fined for drunkenness. This is the third time that Sharper has been found drunk on the job. You will recall that Sharper is the man who was involved in the notorious affair at Alexandria, Louisiana in 1942. The Brotherhood spent about $1400.00 on his case. The stenographic bill alone ran us about $500.00. He was gotten out of that with the maximum penalty and was advised that the organization would not protect him in further drunkenness. Since that time we have received two reports from Brotherhood officials to the effect that Sharper had been seen drunk in their cities. He was again warned.

However, he failed to heed these warnings and was finally caught in a drunken condition at Atlanta and arrested. At the time of his arrest he was being paid for deadhead on a pass.

It is true that Brother M. McClennie at Dallas was also with Sharper at the time. He too was under the influence of liquor. However, because this was McClennie's first offense we were able to save his job and the Pullman Company is now in the process of paying McClennie for the difference in the wage loss suffered while being held off and the number of days given him as penalty. (60)

Brother Webster, the Dallas Grievance Committee and I duscussed these cases exhaustively. We unanimously agreed that the Brotherhood should take no appeal to The Adjustment Board in the case of Sharper. The man simply does not deserve it. Further, it would be an impossibility to win this case in view of Sharper's record. Hoping that this will give you clarity on this case and with kindest personal regards, I am

Fraternally yours,

T. D. McNeal,
International Field Organizer

TDM/p

McNeal

October 3, 1944

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Kindly get reservations for me from St. Louis to Kansas City, Missouri leaving the evening of the 28th.

Fraternally yours,

A. Philip Randolph
International President

APR:ha

af:cc
23076

Mc Neal

October 12, 1944

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Permit me to thank you for your letter of September 29th with explanation of the Sharper Case. It is indeed quite satisfactory.

Fraternally yours,

A. Philip Randolph
International President

APR:EB

af/ee
23076

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

TD McNeal

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

1201

(12)

SYMBOLS

DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

CBC62 DL PD=NEWYORK NY 14 1247P

1944 OCT 14 PM 12 06

A PHILPP RANDOLPH=
3456 SOUTH STATE ST=

PURCHASED RAILROAD TICKET AT TIME SPACE WAS BOUGHT FROM ST LOUIS TO KANSAS CITY STOP WAS NECESSARY IN ORDER SPACE STOP REFUND CAN BE SECURED=

T D MCNEAL HAZEL ALVES.

ALVES.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

McNeal

WESTERN UNION

QTH 1 DL OCT 14 1944 =

A PHILIP RANDOLPH 3456 SOUTH STATE STREET
CHICAGO ILL=

=PURCHASED RAILROAD TICKET AT TIME PACE WAS BOUGHT FROM ST LOUIS TO KANSAS CITY STOP WAS NECESSARY IN ORDER TO SECURE SPACE STOP REFUND CAN BE SECURED=

T D MCNEAL

HAZEL ALVES

WESTERN UNION

WUJ80 27=STLOUIS MO 14 1009A

A PHILLIP RANDOLPH=CARE BROTHERHOOD SLEEPING CAR PORTERS=

=PURCHASED RAILROAD TICKET AT TIME SPACE WAS BOUGH FROM ST LOUIS TO KANSAS CITY STOP WAS NECESSARY IN ORDER TO SECURE SPACE STOP REFUND CAN BE SECURED=

T D MCNEAL=1220P=

WESTERN UNION

QTM2 STRAIGHT OCT 16 1944=

T D MCNEAL 11 NORTH JEFFERSON ST

ST LOUIS MO=

KINDLY HOLD TICKET AND PULLMAN FROM ST LOUIS TO KANSAS CITY LEAVING NIGHT OF OCT 28 IF YOU HAVE TURNED IT IN PURCHASE ME ANOTHER TICKET AND PULLMAN TO KANSAS CITY AT SAME TIME =

A PHILIP RANDOLPH

WESTERN UNION

[illegible] 1 OCTOBER [illegible]

MR. T. D. MCNEAL

11 NORTH JEFFERSON STREET ST. LOUIS MISSOURI=

RECEIVED LETTER FROM FIELDS REQUESTING THAT I SEEK CONFERENCE WITH THE MISSOURI PACIFIC TO NEGOTIATE VACATION AGREEMENT. WHAT ABOUT OTHER ROADS AND VACATION AGREEMENTS? HE WANTS TO GET INTO THIS MATTER IMMEDIATELY. LET ME KNOW WHAT YOU THINK ABOUT THIS.

A. PHILIP RANDOLPH.

WESTERN UNION

3781 NOTRE DAME ST W MONTREAL QUEBEC CANADA=
QTH 2 NL OCT 17 1944= A PHILIP RANDOLPH C/O V I COWARD

HAVE REQUESTED INTERNATIONAL GREAT NORTHERN END OF MISSOURI= PACIFIC FOR DATE TO CONFER ON VACATIONS HOWEVER THIS MATTER IS TIED UP WITH OUR MATTER PENDING MEDIATION VACATIONS ON MISSOURI PACIFIC PROPER ALREADY ARRANGED TEXAS AND PACIFIC IN EFFECT MISSOURI KANSAS TEXAS NEGOTIATED AT DALLAS ON SIXTH KANSAS CITY SOUTHERN IN EFFECT ST LOUIS SOUTHWESTERN IN EFFECT DO NOT HAVE LIST OF CONVENTION COMMITTEES=

T D MCNEAL= HAZEL ALVES

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

WESTERN UNION

LONG WU D150 KC PD=S
STLOUIS MO OCT 17 135P

A PHILLIP RANDOLPH, CARE BROTHERHOOD SLEEPING CAR PORTERS=
217 WEST 125 ST=

HAVE REQUESTED INTERNATIONAL GREAT NORTHERN END OF MISSOURI PACIFIC FOR DATE TO CONFER ON VACATIONS HOWEVER THIS MATTER IS TIED UP WITH OUR MATTER PENDING MEDIATION VACATIONS ON MISSOURI PACIFIC PROPER ALREADY ARRANGED TEXAS AND PACIFIC IN EFFECT MISSOURI KANSAS TEXAS NEGOTIATED AT DALLAS ON SIXTH KANSAS CITY SOUTHERN IN EFFECT ST LOUIS

WESTERN UNION

SOUTHWESTERN IN EFFECT DO NOT HAVE LIST OF CONVENTION COMMITTEES=

T D MCNEAL=353PCLR=

WESTERN UNION

QTN 2 STRAIGHT OCT 26 1944=

T D MCNEAL 11 NORTH JEFFERSON ST

ST LOUIS MISSOURI=

LEAVING CHICAGO FOR ST LOUIS FRIDAY 11 AM ON WABASH=

A PHILIP RANDOLPH=

QTH 2 STRAIGHT DEC 6 1944=

T D MCNEAL 11NORTH JEFFERSON STREET
BROTHERHOOD OF SLEEPING CAR PORTERS
ST LOUIS MO=

JUST HAD A TALK WITH EDWARD L BERNAYS WELL-KNOWN PUBLIC RELATIONS COUNSELLOR = HE IS COMING TO ST LOUIS TO TRY TO SETTLE THE QUESTION OF NEGROES EATING IN DOWN TOWN ST LOUIS RESTAURANTS= HE WILL NO DOUBT CONTACT YOU AND OTHER OFFICERS OF THE MARCH = I ADVISED HIM THAT THE PROBLEM WAS MERELY THE RIGHT OF NEGROES TO BE SERVED IN DOWN TOWN RESTAURANTS==

A PHILIP RANDOLPH

McNeal

December 12, 1944

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Just a word to say that I mislaid the check for $700 you gave me for the March on Washington Movement while I was in New Orleans. Kindly stop payment on it and make me out another one at your earliest convenience.

Fraternally yours,

A. Philip Randolph
International President

APR:ha

af:oe
23076

Mc Neal

December 19, 1942

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

The enclosed letter and copy of Executive Order 9172 are self-explanatory. Let me know what the state of affairs is and I will proceed to get our case before one of the Panel Emergency Boards.

Fraternally yours,

A. Philip Randolph
International President

APR:RB
enc.
af/se
23076

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
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ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

mc host

December 19, 1944

Mr. A. Philip Randolph,
International President
Brotherhood of Sleeping Car Porters
217 W. 125th Street
New York 27, New York

Dear Brother Randolph:

Enclosed herewith please find three copies of the agreement and supplements thereto reached with the Missouri Pacific Railroad Company on December 15th.

The original in each instance is being sent to you for the national files. We only have one original of each agreement and supplement.

I am sending out to the members of the Missouri Pacific Local a copy of the agreement and a letter setting forth the twenty three (23) improvements made in this agreement over the agreement they had when we took them over. I am telling them that the Brotherhood will file later for lower mileage basis and handle it separately. I think this letter promising is necessary to keep down the complaints relative to again signing up for 6000 miles. A copy of the mimeographed letter to accompany the agreement will be forwarded to you tomorrow.

With reference to the matter of Brother William Fields and the I. & GN Train Porters I believe that Brother Bradley has written you explaining some of the conditions existing with this group. However, I would like to point out in passing that the agreement on the I. & GN provides for a 240 hour month. At the present time and for a number of years past these men have been assigned to regular train crews and are actually working 4500 miles or about 170 hours per month. I know that the Missouri Pacific people are not going to agree to an agreement which would give them in writing anything approaching their present working conditions. It is my belief that the opening of negotiations on general provisions of the agreement and arguments necessary thereto will end with these men having worse actual working conditions than they have at the present time.

At the present time as pointed out by Brother Bradley we have only four men on the system who are paying dues. The men on this system have never paid dues since being affiliated with the Brotherhood. It is not a matter of them being faced with any failure on the part of the organization.

However, if it is your wish we will, of course, go ahead with whatever negotiations you deem proper. I would suggest that you ask Brother Fields to list the changes he desires in their agreement and send them in to us in order that we may draw up proposals. The matter of having the train porters themselves draw up proposals gives the organization a bad name since many of such proposals are conflicting. It creates the idea in railroad circles that the Brotherhood does not know what it is doing. We were constantly embarrassed in the Missouri Pacific negotiations with this.

The man to write is Mr. P. W. Proctor, Assistant to Chief Personnel Officer, Missouri Pacific Railroad Company, Missouri Pacific Building, Palestine,Texas. Mr. Proctor is Personnel Officer in-charge to the I. & GN Railroad which in turn is a part of the Missouri Pacific System. He works under the supervision of Mr. H. E.Roll, Chief Personnel Officer who is located at St. Louis.

Fraternally yours,

Mac.

T. D. McNeal,
International Field Organizer

TDM/p
Encl.

cNeal

December 26, 1944

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Just a word to thank you for your letter of December 19th with copy of the Agreement, Supplement and the Mediation Agreement.

Now I thought that you had some hope of eliminating those objectionable Clauses No 1 and 2 included in the Memorandum Agreement which relate to the use of train porters on certain trains. When we go back to discuss the question of miles we ought to include this rule.

I note the Agreement is signed by the General Chairman, Walter Allen and Brother Bradley approves it. This is a mistake. The Agreement should not be signed by Walter Allen, General Chairman but you should have sent it here so that I could have signed it, and if I did not sign it Brother Bradley and yourself should have signed. It is wholly out of conformity with the Brotherhood's policy and other international unions for an agreement to be signed by a local officer and approved by an international officer. This may be done on some local agreement but not with respect to a major one. In fact all major agreements should be signed by the International President. The fact that the Missouri Pacific or any other railroad may not want this, and may desire that the General Chairman sign it, should not control or shape our policy since we represent the men and the Management has nothing to do with how the agreement is signed by the Brotherhood of Sleeping Car Porters.

We are fighting this very thing with the Canadian Pacific Railroad

Company. We agreed on all the rules except three, one concerned the manner in which the agreement is to be signed; the other, a question of the statement of the rule on representation and the third dealt with Progressive Rates of Pay. I refused to sign the agreement in the manner the Canadian Pacific Railroad Company wanted me to sign it, namely as approving it under the names of the so-called Employees Committee. My contention was that the Brotherhood won the election and has the right to represent the employees, a phase of which right is to sign the agreement as we see fit. Now, if the Canadian Pacific Railroad Company see this agreement it will raise this agreement as a reason why we should agree to their form of having the agreement signed. I am discussing this matter with you so that you won't fall into this mistake again.

Moreover, when a local officer signs an agreement you create a psychological situation which will be almost impossible to control in the future. We can't make any exception with the Missouri Pacific porters. They must conform to the general policy of the International/ Concessions that are unsound for temporary harmony will give us serious trouble in the long run. Now Brother Walter Allen will get the idea because he signed the agreement that it is up to him to determine the negotiation of future agreements and the signing of future agreements as well as the application of future agreements. The very fact that he called a conference of the Missouri Train Porters in St. Louis to take up the question of getting a date for the negotiation of the revision of the agreement and also to get some changes made in the payment of the Tax, show that he doesn't understand the procedure of the Brotherhood and that he must be straightened out.

Now I hope that you will send a letter to all the Missouri Train porters urging them to pay their Tax since they are getting their back pay.

Fraternally yours,

A. Philip Randolph
International President

APR:ha

af:oe
23076

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS
AN INTERNATIONAL UNION
AFFILIATED WITH A. F. OF L.
SOUTHWEST ZONE HEAQUARTERS
T. D. MCNEAL, INTERNATIONAL FIELD ORGANIZER
413-14-15-16 PEOPLES FINANCE BLDG.
11 N. JEFFERSON STREET
ST. LOUIS 3, MISSOURI
FRANKLIN 0033

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

Jan. 1, 1945

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York 27, N. Y.

Dear Chief:

Thanks for your letter of December 28 in which you called to my attention the errors made in the negotiation of the agreement with the Missouri Pacific Railroad.

With reference to the provisions of the Supplement, may I say that the Company had held throughout the negotiations that they would not back up on their demand for a rule giving them the right to specify the trains on which train porters will be employed. We, on the other hand, flatly refused to agree to such a rule. The Mediator presented day after day different propositions offered by the company on this matter. Finally when everything else had been ironed out, Roll, the Chief Personnel Officer of the Company, still held out for his rule and told us that he would go no further in mediation - that we could go ahead and take the next step under the law. Then, the Committee began putting pressure on me to work out something with him to avoid taking a chance on losing all of the gains we had tentatively made.

In the conversations that followed we finally got together on the Supplement. As I saw it at the time, the provisions would do us no harm - since the trains mentioned are already under contract to the Trainmen - and, since the number of cars in a train actually have no effect. The work performed is the determining factor in protecting the jobs. As I saw it at the time, the only purpose actually served by the Supplement was to save the face of the cracker Roll who had sworn that he would not sign unless the agreement carried something on this subject. However, your instructions will, of course, be carried out when negotiations are reopened.

With reference to the matter of signing the agreement, I accept full blame for this error. It represents a failure to think on my part. The Railroad did not care who signed the agreement. I was under the impression that those participating in mediation proceedings must be authorized to negotiate to a conclusion, including signing. As pointed out to you in a recent letter concerning negotiations with the M K T, I had taken the position that all concluding agreements and interpretations thereof must be signed by an International Officer. In negotiations in the past, I had gone ahead and signed for the International Organization - fully aware, of course, that I am not an International Officer - but thinking it was your desire that I conclude the matter. So, I had gotten into the habit and when this matter was concluded, it simply did not occur to me that you would want the agreement sent to you for signing. I can see your point in the Canadian Pacific situation - and, you had mentioned this to me at New Orleans. However, I saw no conflict in having the agreement signed "For The Brotherhood of Sleeping Car Porters" by Walter Allen as General Chairman of the Brotherhood Local and Brother Bradley as Vice President of the International Organization. I suppose that I am just dense, Chief.

In the future I will remember these errors and you will have no cause to call these particular ones to my attention again. I only hope that you realize that this represents no attempt on my part to take over any of the authority vested in you.

I was (as you predicted at a time when I did not agree with you) remarried to Thelma on the23rd of December. With kindest regards, I am

Fraternally yours,

Mac.

T. D. McNeal,
International Field Organizer.

McNeal

January 8, 1948

Mr. T. D. McNeal
International Field Organizer
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

Permit me to thank you for your letter of December 16th. I can understand and appreciate your observations concerning the signing of the agreement. I think all in all that it was the best possible job that we could expect to have done on this matter.

Now, about the revision of the agreement for the I-G-N, I wrote Brother Fields to get in touch with you and let you know what changes the porters desired to be made in the agreement. I thought I would wait a little while before I wrote for a conference. If you don't hear from him soon, you might drop him a line to find out what he wants. I will then write for a conference with the railway company to work out the agreement.

Fraternally yours,

A. Philip Randolph
International President

APR:RB

af/ce
23076

McNeal

January 5, 1945

Mr. T. D. McNeal
International Field Organizer
Brotherhood of Sleeping Car Porters
11 North Jefferson Street
St. Louis, Missouri

Dear Mac:

May I request you and Thelma to accept my congratulations and blessings upon your timely union in marriage. I thought this ought to happen, and I felt that it would happen.

May the New Year and all of the years to come be years of happiness and love and prosperity for you and Thelma.

Your sincere friend,

A. Philip Randolph

A. PHILIP RANDOLPH
International President

MILTON P. WEBSTER
1st International Vice-President
3947 Drexel Boulevard
Chicago 15, Illinois

BENNIE SMITH
2nd International Vice-President
1308 Broadway, Room 305
Detroit, Michigan

BROTHERHOOD of SLEEPING CAR PORTERS
Train, Chair Car, Coach Porters and Attendants

ASHLEY L. TOTTEN
International Secretary-Treasurer

C. L. DELLUMS
3rd International Vice-President
1716 Seventh Street
Oakland, California

T. D. McNEAL
4th International Vice-President
11 North Jefferson Street
St. Louis 3, Missouri

AN INTERNATIONAL UNION
Affiliated with the A. F. of L.

SOUTHWEST ZONE HEADQUARTERS
412-13-14-15-16 PEOPLES FINANCE BUILDING
11 N. JEFFERSON STREET
ST. LOUIS 3, MISSOURI
NEwstand 5458

September 13, 1954

Mr. A. Philip Randolph
International President
Brotherhood Sleeping Car Porters
217 West 125th Street
New York 27, N. Y.

Dear Chief:

This is in reply to your letter requesting a list of the raises and dates of same secured for the membership by the Brotherhood since 1937. I regret to advise that a check of the St. Louis files discloses that one raise amounting to twenty-four ($24.00) during the time between 1942 and 1949 is not covered by our files. Perhaps you may be able to quickly put your hands on the record of this particular raise and thereby complete the picture I am about to give you. Our file shows the following raises;

Effective August 25, 1937, $12.00
Effective December 1, 1941, $24.00
Effective January 1, 1946, $38.40
Effective May 22, 1946, $6.00
Effective September 1, 1947, $37.20
Effective October 1, 1948, $16.80

Effective September 1, 1949 when we got the 205 hour month we took a monthly wage decrease of $2.45 in connection therewith. However, the agreement effective September 1, 1949 shows that the minimum rate of pay was as of that time $233.45. Therefore, somewhere in between we had secured $24.00 per month raise that I have not accounted for above.

Effective February 1, 1951, $25.63

Since February 1, 1951 the Escalator agreement has produced 13¢ per hour or $26.65.

The Improvement Factor agreement of December 1, 1952 produced 4¢ per hour or $8.20 per month.

I regret that the St. Louis files do not reflect the date or dates of the $24.00 in raise received between 1942 and 1949.

Fraternally yours,

Mac.

T. D. McNeal,
International Vice President

TDM:aes

SEP 14 REC'D

A. PHILIP RANDOLPH
International President

BENNIE SMITH
1st International Vice-President
1308 Broadway, Room 305
Detroit, Michigan 48226

C. L. DELLUMS
2nd International Vice-President
1716 Seventh Street
Oakland, California 94607

BROTHERHOOD of SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

SOUTH-WEST ZONE HEADQUARTERS
GATEWAY NATIONAL BANK BUILDING
3412 NORTH UNION BOULEVARD
ST. LOUIS, MISSOURI 63115
EVergreen 3-4221

WILLIAM H. BOWE
International Secretary-Treasurer

T. D. McNEAL
3rd International Vice-President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

October 6, 1966

Mr. L. K. Hall
Assistant to General Manager
Labor Relations
Fort Worth and Denver Railway Company
Post Office Box 943
Fort Worth, Texas 76101

Dear Sir:

I am attaching hereto a photo copy of an agreement reached with the Chicago, Burlington and Quincy Railroad Company, disposing of the Section 6 Notice of September 1, 1966, requesting an increase in rates of pay for employes represented by this organization.

Since the Fort Worth and Denver usually adheres to the pattern set in such matters by the Burlington Main Lines, I am requesting that, if it is consistent with your thinking, you draft a similar Memorandum of Agreement disposing of the similar Section 6 Notice served on the Fort Worth and Denver under date of September 1, 1966.

If you are agreeable, please send signed copies to me for signature and I will return the number of copies desired by you.

Very truly yours

T. D. McNeal
International Vice President

TDM/ep
cc: Messrs. A. Philip Randolph ✓
Leroy Oliver
Luvester Drake

A. PHILIP RANDOLPH
International President

BENNIE SMITH
1st International Vice-President
1308 Broadway, Room 305
Detroit, Michigan 48226

C. L. DELLUMS
2nd International Vice-President
1716 Seventh Street
Oakland, California 94607

BROTHERHOOD of SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters and Attendants

AN INTERNATIONAL UNION

Affiliated with the AFL-CIO/CLC

SOUTH-WEST ZONE HEADQUARTERS
GATEWAY NATIONAL BANK BUILDING
3412 NORTH UNION BOULEVARD
ST. LOUIS, MISSOURI 63115
EVergreen 3-4221

WILLIAM H. BOWE
International Secretary-Treasurer

T. D. McNEAL
3rd International Vice-President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

October 6, 1966

Mr. R. D. Wolfe
Assistant to Vice President, Labor Relations
The Colorado and Southern Railway Company
500 Johnson Building
Seventeenth and Glenarm Streets
Denver, Colorado 80202

Dear Sir:

I am attaching hereto a photo copy of an agreement reached with the Chicago, Burlington and Quincy Railroad Company, disposing of the Section 6 Notice of September 1, 1966, requesting an increase in rates of pay for employes represented by this organization.

Since the Colorado and Southern usually adheres to the pattern set in such matters by the Burlington Main Lines, I am requesting that, if it is consistent with your thinking, you draft a similar Memorandum of Agreement disposing of the similar Section 6 Notice served on the Colorado and Southern under date of September 1, 1966.

If you are agreeable, please send signed copies to me for signature and I will return the number of copies desired by you.

Very truly yours

T. D. McNeal
International Vice President

TDM/op
cc: Messrs. A. Philip Randolph
Leroy Oliver
Luvester Drake

A. PHILIP RANDOLPH
International President

MILTON P. WEBSTER
1st International Vice-President
3947 Drexel Boulevard
Chicago 53, Illinois

BENNIE SMITH
2nd International Vice-President
1308 Broadway, Room 305
Detroit 26, Michigan

BROTHERHOOD of SLEEPING CAR PORTERS
Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

South-West Zone Headquarters
2906A NORTH UNION BOULEVARD
ST. LOUIS 15, MISSOURI
EVergreen 3-4221

WILLIAM H. BOWE, Acting
International Secretary-Treasurer

C. L. DELLUMS
3rd International Vice-President
1716 Seventh Street
Oakland 20, California

T. D. McNEAL
4th International Vice-President
2906a North Union Boulevard
St. Louis 15, Missouri

B. F. McLAURIN
Eastern Zone Supervisor

June 16, 1966

Mr. F. A. Johnson
Manager of Personnel
Norfolk & Western Railway Company
1610 Railway Exchange Building
St. Louis, Missouri 63101

Dear Sir:

We wish herewith to amend that part of our "Appendix A" attached to our Section 6 Notice of May 26, 1966, appearing on page 5, under the caption "Article II - Holidays", by deleting the first four (4) lines appearing under that caption and substituting therefor the following:

> "Amend Section 1 of the Agreement of February 18, 1965, to read as follows:
>
> Effective January 1, 1967, the monthly rates of employes represented by the Brotherhood of Sleeping Car Porters shall be adjusted by adding the"

Very truly yours

Brotherhood of Sleeping Car Porters

By T. D. McNeal
T. D. McNeal
International Vice President

TDM/ep

A. PHILIP RANDOLPH
International President

MILTON P. WEBSTER
1st International Vice-President
3947 Drexel Boulevard
Chicago 53, Illinois

BENNIE SMITH
2nd International Vice-President
1308 Broadway, Room 305
Detroit 26, Michigan

BROTHERHOOD of SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

South-West Zone Headquarters
2906A NORTH UNION BOULEVARD
ST. LOUIS 15, MISSOURI
EVergreen 3-4221

WILLIAM H. BOWE, Acting
International Secretary-Treasurer

C. L. DELLUMS
3rd International Vice-President
1716 Seventh Street
Oakland 20, California

T. D. McNEAL
4th International Vice-President
2906a North Union Boulevard
St. Louis 15, Missouri

B. F. McLAURIN
Eastern Zone Supervisor

June 16, 1966

Mr. R. D. Wolfe
Assistant to Vice President
Colorado & Southern Railway Company
500 Johnson Building
17th and Glenarm Streets
Denver 2, Colorado.

Dear Sir:

We wish herewith to amend that part of our "Appendix A" attached to our Section 6 Notice of May 26, 1966, appearing on page 5, under the caption "Article II - Holidays", by deleting the first four (4) lines appearing under that caption and substituting therefor the following:

> "Amend Section 12 of the Agreement of February 5, 1965, to read as follows:
>
> Effective January 1, 1967, the monthly rates of employes represented by the Brotherhood of Sleeping Car Porters shall be adjusted by adding the"

Very truly yours

Brotherhood of Sleeping Car Porters

By T. D. McNeal
T. D. McNeal
International Vice President

TDM/op

A. PHILIP RANDOLPH
International President

MILTON P. WEBSTER
1st International Vice-President
3947 Drexel Boulevard
Chicago 53, Illinois

BENNIE SMITH
2nd International Vice-President
1308 Broadway, Room 305
Detroit 26, Michigan

BROTHERHOOD of SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

South-West Zone Headquarters
2906A NORTH UNION BOULEVARD
ST. LOUIS 15, MISSOURI
EVergreen 3-4221

WILLIAM H. BOWE, Acting
International Secretary-Treasurer

C. L. DELLUMS
3rd International Vice-President
1716 Seventh Street
Oakland 20, California

T. D. McNEAL
4th International Vice-President
2906a North Union Boulevard
St. Louis 15, Missouri

B. F. McLAURIN
Eastern Zone Supervisor

June 16, 1966

Mr. A. E. Egbers
Assistant to President
Burlington Lines
547 West Jackson Blvd
Chicago, Illinois 60606

Dear Sir:

We wish herewith to amend that part of our "Appendix A" attached to our Section 6 Notice of May 26, 1966, appearing on page 5, under the caption "Article II - Holidays", by deleting the first four (4) lines appearing under that caption and substituting therefor the following:

> "Amend Section 12 of the Agreement of January 27, 1965, to read as follows:
>
> Effective January 1, 1967, the monthly rates of employes represented by the Brotherhood of Sleeping Car Porters shall be adjusted by adding the"

Very truly yours

Brotherhood of Sleeping Car Porters

By T. D. McNeal
T. D. McNeal
International Vice President

TDM/op

A. PHILIP RANDOLPH
International President

BENNIE SMITH
2nd International Vice-President
1308 Broadway, Room 305
Detroit, Michigan 48226

BROTHERHOOD of SLEEPING CAR PORTERS
Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

SOUTH-WEST ZONE HEADQUARTERS
GATEWAY NATIONAL BANK BUILDING
3412 NORTH UNION BOULEVARD
ST. LOUIS, MISSOURI 63115
EVergreen 3-4221

WILLIAM H. BOWE
Acting International Secy.-Treas.

C. L. DELLUMS
3rd International Vice-President
1716 Seventh Street
Oakland, California 94620

T. D. McNEAL
4th International Vice-President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

B. F. McLAURIN
Eastern Zone Supervisor

June 16, 1966

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
217 W. 125th Street
New York 27, New York.

Dear Chief:

You will recall that after receiving from you last month the proposed draft of Appendix to be submitted to carriers with out Section 6 Notice of May 26, 1966, I telephoned both you and Gromfine to point out that this Appendix was drawn in such a manner that it would fit only the agreements and job classifications that we have with The Pullman Company. I suggested to Gromfine, who had drafted the proposed Appendix, that instead of referring to specific agreement dates and job classifications that we merely refer to "existing agreements" and to "employes represented by the Brotherhood of Sleeping Car Porters".

I asked Gromfine to contact you and discuss my suggestions. Later, I talked with you on the telephone and you told me that the necessary corrections in the Appendix had been made.

In preparing myself today for the initial conference on this subject with the Chicago, Burlington and Quincy Railroad which takes place at 10 A. M. tomorrow, I discovered that the only change made in the Appendix sent to the railroads with whom we have agreements was made in the very first sentence of Section 1 on the first page. Apparently no other changes in the draft were made.

The result is that in the Appendix sent to every railroad carrier we refer at the bottom of page 3 to re-numbering "paragraphs (e) through (j)". This is of course all paragraphs in the Pullman vacation agreement.

At the top of page 4 of the Appendix, we ask that "Section 2 through 12 should be changed to conform to the above request".

On Page 5 under the caption "Article II - Holidays" we are really in trouble unless we amend the Appendix. You will note that the first four lines under this caption refer to amending Article 1 of the agreement of December 11, 1964. The only agreement we have of that date is the Holiday Pay agreement with Pullman. In the second two lines under that caption we have the following language "effective, January 1, 1967, the monthly rates of pay of Porters, Attendants, Maids and Bus Boys," etc. (underscoring mine). On three railroads we have neither of the foregoing classifications. It goes without saying that we do not have agreements dated December 11, 1964 on either of these railroads.

I attempted to reach you today on the telephone and was told by Miss Wilds that you were in a Board meeting downtown and could not be reached. I asked Miss Wilds to convey to you at the first opportunity my concern about the situation, as I see it. I talked with Gromfine on the telephone about this matter and about the matter of notices we are preparing to serve in connection with supplementary pensions. Gromfine agreed that we are probably in trouble, particularly, on that part of the Appendix dealing with holiday pay. We agreed that I would draft a letter to be handed to the C. B. & Q. tomorrow morning, advising that we are amending that part of the Appendix dealing with this subject. Gromfine agreed that I had better not try to amend that part of the Appendix dealing with vacations because the technicality of a 7 months notice is involved therein.

On the matter of our notice dealing with Supplementary Pensions, I pointed out to Gromfine that apparently no such notices have previously been filed except on members of the Western Carriers Conference. Therefore, if we filed notices with the Eastern Carriers or South Eastern Carriers and with The Pullman Company we would be the first and only organization serving such notices on these carriers except for the three or four carriers listed in the nine that the R. L. E. A. decided to hit. I pointed out that under these circumstances it would be a waste of our money to travel all over the country holding initial conference on this Section 6 Notice, ahead of everyone else.

Thereupon, Gromfine agreed to draft and suggest that you include in your Section 6 Notice a paragraph asking that conferences on this matter be held in abeyance until such time as Carriers discuss this subject jointly with the railroad unions.

Since they will be directly involved in initial conference with carriers on our May 26 Notices, I am sending a copy of this letter to

Brothers Dellums, McLaurin and Shackelford, together with a copy of my letter seeking to amend the Appendix submitted to the C. B. & Q. In each instance, I would suggest that we look up the date of the agreement we have with carriers providing for addition compensation for 8 holidays. These are the agreements referred to in the first sentence under the caption "Article II - Holidays".

Fraternally yours
Mac
T. D. McNeal
International Vice President

TDM/op

cc: Messrs. C. L. Dellums
B. F. McLaurin
L. J. Shackelford

RECEIVED
JUN 17 1966
OFFICE OF THE PRESIDENT

THE FOLLOWING DOCUMENT IS A PHOTOCOPY.

THE ORIGINAL IS NOT IN THE A. PHILIP RANDOLPH COLLECTION AT

THE LIBRARY OF CONGRESS

ATDA
JUNE 16, 1966

AGREEMENT

DATED JUNE 16, 1966
BETWEEN CARRIERS REPRESENTED
by the
NATIONAL RAILWAY LABOR CONFERENCE
and the
EASTERN, WESTERN AND SOUTHEASTERN
CARRIERS' CONFERENCE COMMITTEES
and
EMPLOYEES OF SUCH CARRIERS
REPRESENTED BY THE
AMERICAN TRAIN DISPATCHERS ASSOCIATION

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Case No. A-7460

MEDIATION AGREEMENT

This agreement made this 16th day of June, 1966, by and between the participating carriers listed in Exhibits A, B and C, attached hereto and made a part hereof, and represented by the National Railway Labor Conference and the Eastern, Western and Southeastern Carriers' Conference Committees and the employees shown thereon and represented by the AMERICAN TRAIN DISPATCHERS' ASSOCIATION, witnesseth:

IT IS AGREED:

ARTICLE I - EMPLOYEE PROTECTION

Section 1 -

(a) The purpose of this agreement is to afford protective benefits for train dispatchers who are displaced or deprived of employment as a result of one or more of the changes in the operations of the carrier listed in Section 2 hereof. Subject to the provisions of this agreement the organization recognizes the right of the carrier to introduce technological, organizational and operational changes of the character listed in Section 2 hereof, and any schedule agreement rules which would prevent the carrier from making such change or changes are hereby superseded.

(b) As used in this agreement the term "train dispatcher's position" means any position occupied by an employee represented by the organization signatory hereto for the purposes of the Railway Labor Act (and shown by Exhibits A, B and C) irrespective of the title of such position, which position was established as a regular position and is subject to the bulletining and bidding procedures in agreements governing train dispatchers. The term "train dispatcher" as used in this agreement means an employee represented by the organization signatory hereto for purposes of the Railway Labor Act, irrespective of the title of the position worked,

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who is regularly assigned to a train dispatcher's position at the time of the change in operations.

> **NOTE:** The term "train dispatcher" as defined in this agreement includes extra dispatchers who during the twelve calendar months immediately preceding the change in operations performed a minimum of 120 days of compensated service on a train dispatcher's position as defined in the first sentence of Section 1(b).

(c) Any job protection agreement with employees represented by the signatory organization hereto which is now in effect on a particular railroad which is deemed by the authorized employee representative to be more favorable than this Agreement may be preserved by the employee representative so notifying the carrier in writing within sixty (60) days from the effective date of this Agreement, and in that event this Agreement shall not apply on that carrier. Any local protection Agreement now in effect which is not of general system-wide application but which by its terms would apply in the future may be preserved by the employee representative so notifying the carrier within the time specified above, and in that event the provisions of this Agreement shall have no application to the subject matter of the local agreement for the period during which the local agreement is in effect. Nothing in this Agreement shall be interpreted so as to provide for duplicate benefits to any employee and it is the intent of the parties that no employee shall be entitled to both the benefits of protection under the terms of this Agreement and benefits under the terms of any other agreement or agreements, such as the Agreement of February 7, 1965 covering telegrapher employees, and any employee subject to duplicating or corresponding benefits shall be required upon notification by the carrier, to make an election in writing within thirty (30) days after such notification as to the Agreement under which he chooses to receive benefits. In the event the employee fails to make such an election, the benefits of this Agreement shall not apply to him.

(d) None of the provisions of this Agreement shall apply to any transactions subject to approval by the Interstate Commerce Commission or to any transactions covered by the Washington Job Protection Agreement of May 21, 1936.

Section 2 -

The protective benefits as specifically outlined below in Sections 5 to 11, inclusive, of this Article I, shall be applicable with respect to train dispatchers who are deprived of employment or placed in a worse position with respect to compensation and rules governing working conditions as a result of any of the following changes in the operations of a carrier party to this Agreement subject to the provisions hereafter set forth in Section 3 of this Article I:

(a) Train dispatching offices are consolidated;

(b) Train dispatching offices are moved from one point to another;

(c) Train dispatching districts or territories are combined or separated, in whole or in part;

(d) Train dispatcher territory is transferred from one train dispatching office to another, either permanently or temporarily;

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(e) Technological changes, such as centralized traffic control, which have a direct effect on the dispatching of trains.

Section 3 -

A train dispatcher shall not be regarded as deprived of employment or placed in a worse position with respect to his compensation and rules governing working conditions in case of his resignation, death, retirement, dismissal for cause in accordance with existing agreements, or failure to work due to disability or discipline, or failure to obtain a position available to him in the exercise of his seniority rights in any craft or class in accordance with existing rules or agreements, or reductions in forces due to seasonal requirements, or a decline in a carrier's business, or for any other reason not covered by Section 2 hereof. In any dispute over whether a train dispatcher is deprived of employment or placed in a worse position with respect to his compensation, rules governing working conditions or fringe benefits due to causes as listed in Section 2 or whether it is due to causes listed in Section 3 hereof, the burden of proof shall be on the carrier. Wherever in this Article I it is required that a train dispatcher exercise his seniority rights, it is understood that his seniority rights will include any rights which he may have or may acquire pursuant to this Agreement, or an arbitration board award pursuant to Article II of this Agreement, and will include his seniority rights to positions available to him under Agreements between the employing carrier and labor organizations other than the organization signatory hereto.

Section 4 -

The carrier shall give at least sixty (60) days (ninety (90) days

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in cases that will require a change in a train dispatcher's residence) written notice of the abolishment of positions as a result of changes in operations for any of the reasons set forth in Section 2 hereof, by posting a notice on bulletin boards convenient to the interested train dispatchers and by sending certified mail notice to the General Chairman of such train dispatchers. Such notice shall contain a full and adequate statement of the proposed changes in operations, including an estimate of the number of train dispatchers affected by the intended changes, and a full disclosure of all facts and circumstances bearing upon the proposed discontinuance of positions. The date and place of a conference between representatives of the carrier and the General Chairman or his representative, should the General Chairman desire conference, to discuss the manner in which and the extent to which train dispatchers may be affected by the changes involved, shall be agreed upon within ten (10) days after the receipt of said notice, and conference shall commence within thirty (30) days from the date of such notice. In such conference the parties shall undertake to reach agreement regarding the selection, assignment and necessary allocation of seniority rights of train dispatchers, and if Agreement has not been reached within thirty (30) days from the beginning of the conference, either party shall have the right to submit the issues to final and binding determination by an arbitration board established in accordance with Article II of this Agreement. The Carrier at its election at any time after compliance with the requirement of notice and conference of this Section may place the contemplated changes in effect, and either party may submit to arbitration the matter of the selection, assignment and necessary allocation of seniority rights of train dispatchers as herein provided. In any case where an implementing agreement is made and the carrier does not effectuate the change

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within ninety (90) days from the date of the said implementing agreement a new notice must be served and the procedure provided for herein be followed before the change may be effected.

Section 5 -

Any train dispatcher who is continued in service, but who is placed, as a result of a change in operations for any of the reasons set forth in Section 2 of this Article I, in a worse position with respect to compensation and rules governing working conditions, shall be provided a displacement allowance in accordance with the following:

(a) So long after his displacement as he is unable, in the exercise of his seniority rights, under existing agreements, rules and practices in any craft or class to obtain a position producing compensation equal to or exceeding the compensation he received in the position from which he was displaced, during the protective period defined below, a displaced employee shall be paid a monthly displacement allowance equal to the difference between the monthly compensation received by him in the position in which he is retained and the average monthly compensation received by him in the test period provided for in paragraph (b) of this Section. The protective period is defined as a period not exceeding five years from the date of the change in operations specified in Section 2.

(b) The displacement allowance shall be determined by dividing separately by twelve the total compensation received by the employee and the total time for which he was paid by the carrier for service as a train dispatcher and in any craft or class in which he retained seniority while working as a train dispatcher, during the last twelve calendar months in which he performed service in such capacity preceding the date of his displacement as a result of the change in operations, thereby producing average monthly compensation and average monthly time paid for in the test period.

(c) Nowithstanding the provisions of paragraph (a) above, if his compensation in his retained position in any month is less than the aforesaid average compensation, the displaced employee shall be paid the difference, less compensation at the rate of the position from which he was displaced for time lost account of his not being available for service in his current or retained position, but if in his retained position he works in any month in excess of the average monthly time paid for in the test period, he shall be compensated for the excess time at the rate of pay of the retained position.

(d) If any employee who is continued in service at any time fails to exercise his seniority to acquire another available position, whether or not it requires a change in residence, to which he is entitled under the applicable working agreement and which carries a rate of pay and compensation exceeding those which he elects to retain, he shall be treated for the purpose of this Section as occupying the position which he elects to decline, i.e., his monthly displacement allowance shall be calculated on the basis of the compensation that would have been produced on the position which he elects to decline.

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Section 6 -

Any train dispatcher who is deprived of employment as a result of a change in operations for any of the reasons set forth in Section 2 of this Article I shall be provided a monthly dismissal allowance in accordance with the following:

(a) He shall be provided a monthly allowance, based on length of service as defined in paragraph (b) below, equivalent in each instance to sixty per cent (60%) of his average monthly compensation determined in accordance with the formula provided in Section 5 (b) of this Agreement. This dismissal allowance will be made to each eligible employee while unemployed during a period beginning at the date he is first deprived of employment as a result of the change in operations and extending in each instance for a length of time determined and limited by the following schedule:

Length of Service (as defined in (b) below)	Period of Payment
1 yr. and less than 2 yrs.	6 months
2 yrs. " " " 3 yrs.	12 "
3 yrs. " " " 5 yrs.	18 "
5 yrs. " " " 10 yrs.	36 "
10 yrs. " " " 15 yrs.	48 "
15 yrs. and over	60 "

In the case of an employee with less than one year of service, the total dismissal allowance shall be a lump sum payment in an amount equivalent to sixty (60) days' pay at the straight time daily rate of the last position held by him at the time he is deprived of employment as a result of the change in operations.

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(b) For the purposes of this agreement the length of service of the employee shall be determined from the date he last acquired an employment relationship with the carrier and he shall be given credit for one month's service for each month in which he performed any service (as a dispatcher or in another craft in which he retained seniority while working as a dispatcher) and twelve such months shall be credited as one year's service. The employment relationship of an employee shall not be interrupted by furlough in instances where the employee has the right to and does return to service when called. In determining length of service of an employee acting as an officer or other official representative of the organization party hereto he will be given credit for performing service while so engaged on leave of absence from the service of a carrier.

(c) For the purposes of applying this Section, a train dispatcher shall be regarded as deprived of his employment and entitled to a monthly dismissal allowance in the following cases:

1. When his position as a train dispatcher is abolished as a result of a change introduced by the carrier under the provisions of Section 2 of this Article and he is unable to obtain a position available to him in the exercise of his seniority rights in any craft or class in accordance with existing rules or agreements.

2. When a position he holds is not abolished but he loses that position as the result of the exercise of seniority rights by a train dispatcher as a proximate consequence of the abolishment of a train dispatcher's position brought about by a change under the provisions of Section 2 of this Article and he is unable to secure another position by the exercise of his seniority rights in any craft or class, in accordance with existing rules or agreements.

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(d) Each employee receiving a dismissal allowance shall keep the employer informed of his address and the name and address of any other person by whom he may be regularly employed.

(e) A dismissal allowance shall be paid to the regularly assigned incumbent of the position abolished. If the position of an employee is abolished while he is absent from service, he will be entitled to the dismissal allowance when he is available for service. The employee temporarily filling said position at the time it was abolished will be given a dismissal allowance on the basis of said position until the regular employee is available for service and thereafter shall revert to his previous status and will be given a dismissal allowance accordingly if any is due.

(f) An employee receiving a dismissal allowance shall be subject to call to return to service in any craft or class in which he holds seniority after being notified in accordance with the applicable working agreement, and such employee may be required to return to the service of the carrier for other reasonable comparable employment for which he is physically and mentally qualified if such does not infringe upon the employment rights of other employees under the applicable working agreement.

(g) If an employee who is receiving a dismissal allowance returns to service the dismissal allowance shall cease while he is so reemployed and the period of time during which he is so reemployed shall be deducted from the total period for which he is entitled to receive a dismissal allowance. During the time of such reemployment however he shall be entitled to protection in accordance with the provisions of Section 5.

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(h) The dismissal allowance of any dismissed employee who is otherwise employed shall be reduced to the extent that his combined monthly earnings in railroad employment, any benefits received under any unemployment insurance law, and his dismissal allowance exceed the amount upon which his dismissal allowance is based. Such employee, or his representative, and the carrier, shall agree upon a procedure by which the carrier shall be currently informed of the wages earned by such employee in railroad employment other than with the carrier, and of the benefits received.

(i) A dismissal allowance shall cease prior to the expiration of the prescribed protected period in the event of:

1. Failure without good cause of the employee to return to service in accordance with the working agreement or agreements in a craft or class in which the employee holds seniority after being notified of a position for which he is eligible and as provided in paragraphs (f) and (g).
2. Resignation.
3. Death.
4. Retirement on pension or on account of age or disability in accordance with the current rules and practices applicable to employees generally.
5. Dismissal for justifiable cause.

Section 7 -

(a) Any train dispatcher eligible to receive a monthly dismissal allowance under Section 6 hereof (except an employee temporarily filling a position as provided in Section 6, paragraph (e)) may, at his option at the time he becomes deprived of employment, resign and (in lieu of all benefits and protections provided in this agreement) accept in a lump sum a separation allowance determined in accordance with the following schedule:

Length of Service (as defined in paragraph (b) of Section 6 of this Article)	Separation Allowance
1 yr. and less than 2 yrs.	3 months' pay
2 yrs. " " " 3 yrs.	6 months' pay
3 yrs. " " " 5 yrs.	9 months' pay
5 yrs. " " " 10 yrs.	12 months' pay
10 yrs. " " " 15 yrs.	12 months' pay
15 yrs. and over	12 months' pay

In the case of employees with less than one year's service, five days' pay, at the rate of the position last occupied, for each month in which they performed service will be paid as the lump sum.

(b) For purposes of this Section, one month's pay shall be computed by multiplying by 30 the daily rate of pay received by the employee at the time he becomes deprived of employment.

Section 8 -

When a change of the character listed in Section 2 hereof is introduced by the carrier, the carrier may at its option offer to any eligible train dispatcher (as defined in paragraph (c) hereof) affected thereby a separation allowance as provided hereafter and an eligible train dispatcher to whom such an offer is made shall then have the option of resigning from the carrier's service and accepting such allowance in lieu of all other protections and benefits provided by this agreement.

(a) The amount of an allowance to be paid shall be based upon the age of the eligible train dispatcher as of his nearest birthday on the date such allowance is offered. The amount of such allowance shall be:

Age at nearest birthday	Allowance
64	12 months' pay
65	10 months' pay
66	8 months' pay
67	6 months' pay
68 and over	4 months' pay

NOTE: For purposes of this Section, one month's pay shall be the established monthly rate applicable to the position occupied by the train dispatcher at the time he becomes deprived of employment.

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(b) For the purposes of this Section, the ages and birth dates of train dispatchers shall be those shown in the records of the carrier.

(c) The term "eligible train dispatcher" as used in this Section means a train dispatcher who meets both of the following conditions on the date the allowance is offered:

1. The records of the carrier show his age to be 64 years or more as of his nearest birthday, and
2. He is then regularly assigned to a train dispatcher position and is qualified to continue in service as a train dispatcher.

(d) Acceptance shall be in writing, shall be irrevocable and shall be received by the supervisor offering the allowance within fifteen (15) days of receipt of such offer.

(e) An eligible train dispatcher who elects to accept and is awarded an allowance shall thereupon terminate his employment relationship with the carrier, and the effective date of such termination shall be that date so specified by the carrier, and such date shall be within sixty (60) days from the date the eligible train dispatcher elected to accept the allowance, unless otherwise agreed to by the parties hereto. A minimum of fifteen (15) calendar days advance notice of the date of termination of employment shall be given the train dispatcher entitled to the allowance.

(f) An allowance as provided in this Section, if offered by the carrier, shall be offered first to the oldest (in terms of attained age) eligible train dispatcher. The number of such allowances will be limited to the net number of train dispatcher positions abolished as the result of the change introduced by the carrier.

(g) The allowance provided in this Section shall be paid within sixty (60) calendar days of the date of the termination of the employment relationship of the eligible train dispatcher, except that at the option of such train dispatcher the allowance will be paid in two (2) or three (3) annual installments.

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Section 9 -

Any train dispatcher affected by a change in operations for any of the reasons set forth in Section 2 hereof shall not (except as provided in Sections 7 and 8) be deprived of benefits attaching to his previous employment, such as free transportation, pensions, hospitalization, relief, etc., under the same conditions and so long as such benefits continue to be accorded to other employees of the carrier, in active service or on furlough as the case may be, to the extent that such benefits can be so maintained under present authority of law or corporate action or through future authorization which may be obtained.

Section 10 -

Any train dispatcher who is retained in the service of the carrier, or who is later restored to service after being eligible to receive a monthly dismissal allowance, who is required to change the point of his employment as a result of a change in the carrier's operations for any of the reasons set forth in Section 2 hereof, and is therefore required to move his place of residence, shall be provided benefits in accordance with the following:

(a) He shall be reimbursed for all expenses of moving his household and other personal effects and for the traveling expenses of himself and members of his family, including living expenses for himself and his family and his own actual wage loss during the time necessary for such transfer, and for a reasonable time thereafter (not to exceed two working days), used in securing a place of residence in his new location. The exact extent of the responsibility of the carrier under this provision and the ways and means of transportation shall be agreed upon in advance between the carrier responsible and the organization of the employee affected. No claim for expenses under this Section shall be allowed unless they are incurred within three years from the date of the change in operations and the claim must be submitted within ninety (90) days after the expenses are incurred.

(b) If any such employee is furloughed within three years after changing his point of employment as a result of the change in operations and elects to move his place of residence back to his original point of employment, the carrier shall assume the expense of moving his household and other personal effects under the conditions imposed in paragraph (a) of this Section.

(c) Except to the extent provided in paragraph (b) changes in place of residence subsequent to the initial changes caused by the change in operations and which grow out of the normal exercise of seniority in accordance with working agreements are not comprehended within the provisions of this Section.

(d) 1. If the employee owns his own home in the locality from which he is required to move, he shall at his option be reimbursed by his employing carrier for any loss suffered in the sale of his home for less than its fair value. In each case the fair value of the home in question shall be determined as of a date sufficiently prior to the change in operations to be unaffected thereby. The employing carrier shall in each instance be afforded an opportunity to purchase the home at such fair value before it is sold by the employee to any other party.

2. If the employee is under a contract to purchase his home, the employing carrier shall protect him against loss to the extent of the fair value of any equity he may have in the home and in addition shall relieve him from any further obligations under his contract.

3. If the employee holds an unexpired lease of a dwelling occupied by him as his home, the employing carrier shall protect him from all loss and cost in securing the cancellation of his said lease.

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4. Changes in place of residence subsequent to the initial change caused by the change in operations and which grow out of the normal exercise of seniority in accordance with working agreements are not comprehended within the provisions of this paragraph (d).

5. No claim for loss shall be paid under the provisions of this paragraph which is not presented within three years after the effective date of the change in operations.

6. Should a controversy arise in respect to the value of the home, the loss sustained in its sale, the loss under a contract for purchase, loss and cost in securing termination of lease, or any other question in connection with these matters, it shall be decided through joint conference between the representatives of the employees and the carrier on whose line the controversy arises and in the event they are unable to agree, the dispute may be referred by either party to a board of three competent real estate appraisers, selected in the following manner: One to be selected by the representatives of the employees and the carrier, respectively; these two shall endeavor by agreement within ten days after their appointment to select the third appraiser, or to select some person authorized to name the third appraiser, and in the event of failure to agree then the Chairman of the Interstate Commerce Commission shall be requested to appoint the third appraiser. A decision of a majority of the

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appraisers shall be required and said decision shall be final and conclusive. The salary and expenses of the third or neutral appraiser, including the expenses of the appraisal board, shall be borne equally by the parties to the proceedings. All other expenses shall be paid by the party incurring them, including the salary of the appraiser selected by such party.

Section 11 -

When train dispatchers' positions are abolished as a result of changes in the carrier's operations for any of the reasons set forth in Section 2 hereof, and all or part of the work of the abolished positions is transferred to another location or locations, the selection and assignment of forces to perform the work in question and necessary allocation of seniority rights shall be provided for by agreement of the General Chairman and the carrier establishing provisions appropriate for application in the particular case. In the event of failure to reach such agreement, the dispute may be submitted by either party for settlement as hereafter provided.

ARTICLE II - RESOLUTION OF DISPUTES

Section 1 -

In the event any dispute or controversy arises between any carrier or carriers party hereto and the labor organization signatory hereto with respect to the interpretation or application of any provision of this Agreement (except as provided in Section 10(d)(6)), including disputes as to whether a change in the carrier's operations is caused by any one of the reasons set forth in Section 2 of Article I, or is due to causes set forth in Section 3 of Article I, disputes or disagreements concerning the making of implementing agreements as provided in [illegible] and 11 of Article I, disputes with respect to the interpretation or application of any implementing agreement entered into between the parties, and disputes as to whether or not an employee is entitled [illegible] the protective benefits under this Agreement, which cannot be settled [illegible] parties

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within thirty (30) days after the dispute arises, such dispute may be referred by either party to an arbitration board for consideration and determination as hereafter provided.

In cases where the dispute submitted to the arbitration board involves the making of an implementing agreement, the jurisdiction of the arbitration board with respect to the implementing agreement dispute shall be limited to deciding only the specific issues involved in the matter of the selection, assignment, and necessary allocation of seniority rights of train dispatchers, and the arbitration board shall have no jurisdiction to consider whether the changes proposed by the carrier are to be carried out, nor to enlarge or reduce the protective benefits provided by Article I hereof.

Section 2 -

The arbitration board shall consist of a representative of the organization and a representative of the individual carrier party to the dispute or disagreement and a neutral member selected by the party members. Within ten (10) days of request for arbitration each party shall appoint its member of the arbitration board. If either party fails to appoint its member within ten (10) days from date of receipt of notice required by Section 1 the carrier officer provided for in Section 3, First (i) of the Railway Labor Act, as amended, (in case of the carrier's failure to act) or the General Chairman of the organization (in case of the organization's failure to act) shall be deemed to be the party members of the arbitration board. If within ten (10) days after both party members have been designated they fail to agree upon a neutral member of the arbitration board, either party to the dispute may certify that fact to the National Mediation Board with a request that that Board promptly and within ten (10) days from date of receipt of such certification name the said neutral. Copy of such certification shall be furnished to the other party by certified mail.

Section 3 -

The arbitration board shall begin hearings within ten (10) days after appointment of the neutral. Findings shall be rendered in writing by the arbitration board within thirty (30) days from the beginning of hearings on the particular dispute, and the findings of the majority of the arbitration board shall be final and binding upon all parties to the dispute. In the case of failure or refusal of either party member to act the other two members of the arbitration board shall have authority to so meet and render the written findings.

Section 4 -

The parties to a dispute or disagreement submitted to arbitration will assume the compensation, travel expense, and other expense of their respective party members of the arbitration board. Unless other arrangements are made, the office, stenographic, and other expenses of the arbitration board, including compensation and expenses of the neutral, shall be shared equally by the parties to the dispute.

Section 5 -

Any of the time limits provided for in this Article II may be extended by mutual agreement of the parties.

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ARTICLE III - EFFECT OF THIS AGREEMENT

This agreement is in settlement of the disputes growing out of the notices served on the carriers listed in Exhibits A, B and C on or about July 1, 1963 relating to "Employment Security" and out of proposals served by the individual railroads on organization representatives of the employees involved on or about July 15, 1963 relating to "Technological, Organizational and Other Changes" and "Employee Protection." This agreement shall be construed as a separate agreement by and on behalf of each of said carriers and its employees represented by the organization signatory hereto. The provisions of this agreement shall become effective on the first day of the calendar month next following the date of this agreement and shall remain in effect until July 1, 1968, and thereafter until changed or modified in accordance with the provisions of the Railway Labor Act, as amended.

No party to this agreement shall serve, prior to January 1, 1968, (not to become effective before July 1, 1968) any notice or proposal on a national, regional or local basis for the purpose of changing the provisions of this agreement, or which relates to the subject matter contained in the proposals of the parties referred to in this Article, and those portions of pending notices relating to such subject matters, whether local, regional or national in character, are withdrawn. However, no provisions of this agreement shall debar management and committees on individual railroads from agreeing upon any subject of mutual interest.

ARTICLE IV - COURT APPROVAL

This agreement is subject to approval of the courts with respect to carriers in the hands of receivers or trustees.

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SIGNED AT CHICAGO, ILLINOIS, THIS 16TH DAY OF JUNE, 1966.

FOR THE PARTICIPATING CARRIERS
LISTED IN EXHIBIT A:

J. W. Oram
Chairman

T. B. Fee

G. W. Knight

FOR THE PARTICIPATING CARRIERS
LISTED IN EXHIBIT B:

Chairman

M. E. Parks

Earl Oliver

W. L. Moore

FOR THE PARTICIPATING CARRIERS
LISTED IN EXHIBIT C:

W. S. Macgill
Chairman

F. K. Day, Jr.

W. S. Schiell

FOR THE EMPLOYEES REPRESENTED BY THE
AMERICAN TRAIN DISPATCHERS ASSOCIATION:

R. C. Coutts
President

Secretary-Treasurer

R. H. Hack
Vice President

B. C. Hilbert
Vice President

C. K. Pfenning
Vice President

V. S. Williams
Vice President

WITNESS:

Francis A. O'Neill
Member,
National Mediation Board

APPROVED:

Chairman, National Railway Labor Conference

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EXHIBIT A

EASTERN RAILROADS

LIST OF EASTERN RAILROADS REPRESENTED BY THE EASTERN CARRIERS' CONFERENCE COMMITTEE, IN CONNECTION WITH NOTICE, DATED ON OR ABOUT JULY 1, 1963, SERVED UPON VARIOUS INDIVIDUAL EASTERN RAILROADS BY THE GENERAL CHAIRMEN, OR OTHER RECOGNIZED REPRESENTATIVES, OF THE AMERICAN TRAIN DISPATCHERS ASSOCIATION, OF DESIRE TO REVISE AND SUPPLEMENT EXISTING AGREEMENTS IN ACCORDANCE WITH PROPOSALS SET FORTH IN ATTACHMENT "A" THERETO, AND NOTICES WHICH WERE SERVED BY THE CARRIERS FOR CONCURRENT HANDLING THEREWITH.

Subject to indicated footnotes, this authoriziation is co-extensive with provisions of current schedule agreements applicable to employees represented by the American Train Dispatchers Association.

- Akron, Canton & Youngstown RR. Co., The
- Ann Arbor RR., The
- Baltimore & Ohio RR., Co., The
  - Baltimore & Ohio Chicago Terminal RR., The
  - Staten Island Rapid Transit Ry. Co., The
- Bangor and Aroostook RR. Co.
- Boston and Maine Railroad
- Central Railroad Co. of New Jersey, The
  - New York & Long Branch RR.
- Central Vermont Ry., Inc.
- Delaware and Hudson RR. Corp., The
- Detroit & Toledo Shore Line RR. Co.
- Detroit, Toledo and Ironton RR.
- Erie Lackawanna RR. Co.
- Grand Trunk Western RR.
- Lehigh and Hudson River Ry. Co., The
- Lehigh Valley RR.
- Monon RR.
- Monongahela Ry. Co., The
- New York Central System
  - New York Central Railroad, The
    - New York District
      - Grand Central Terminal
    - Eastern District, including
      - Boston and Albany Division
    - Western District
    - 1: Southern District
  - Indiana Harbor Belt RR. Co.
  - Pittsburgh and Lake Erie RR. Co.
  - Lake Erie and Eastern RR. Co.
- * New York, New Haven and Hartford RR. Co.
- New York, Susquehanna and Western RR.
- Norfolk and Western Railway Co. (Lines of former New York, Chicago and St. Louis Railroad Co.)
- Norfolk and Western Railway Co. (Lines of former Pittsburgh & West Virginia Railway Co.)
- 2: Pennsylvania RR. Co., The
- 3: Pennsylvania-Reading Seashore Lines
- 4: Reading Co.
- Western Maryland Ry. Co.

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NOTES: -

1: Only covers one position of Chief Dispatcher of the Peoria & Eastern Railway which is a part of the NYC RR-Southern District.

2: Authorization also includes Movement Directors, Power Directors, Assistant Power Directors and Load Dispatchers.

3: Authorization also includes Movement Directors.

4: Authorization excludes one chief dispatcher on each division.

* Subject to approval of the courts.

FOR THE CARRIERS:

J. W. Oram

FOR THE AMERICAN TRAIN DISPATCHERS ASSOCIATION:

R. H. Hack

Chicago, Illinois
June 16, 1966.

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EXHIBIT B

WESTERN RAILROADS

LIST OF WESTERN RAILROADS REPRESENTED BY THE WESTERN CARRIERS' CONFERENCE COMMITTEE AND JAMES E. WOLFE, CHAIRMAN, NATIONAL RAILWAY LABOR CONFERENCE, IN CONNECTION WITH NOTICE, DATED ON OR ABOUT JULY 1, 1963, SERVED UPON VARIOUS INDIVIDUAL WESTERN RAILROADS BY THE GENERAL CHAIRMEN, OR OTHER RECOGNIZED REPRESENTATIVES, OF THE AMERICAN TRAIN DISPATCHERS ASSOCIATION, OF DESIRE TO REVISE AND SUPPLEMENT EXISTING AGREEMENTS IN ACCORDANCE WITH PROPOSALS SET FORTH IN ATTACHMENT "A" THERETO, AND NOTICES WHICH WERE SERVED BY THE CARRIERS FOR CONCURRENT HANDLING THEREWITH.

Subject to indicated footnotes, this authorization is coextensive with provisions of current schedule agreements applicable to employees represented by the American Train Dispatchers Association.

Atchison, Topeka and Santa Fe Ry., The
Belt Railway Company of Chicago, The
Butte, Anaconda & Pacific Railway Co.
Camas Prairie RR.
Chicago & Eastern Illinois RR.
Chicago & Illinois Midland Ry. Co.
Chicago and North Western Ry. Co. (Including former
  CStPM&O, former M&StL and former L&M)
Chicago & Western Indiana RR.
Chicago, Burlington & Quincy RR. Co.
Chicago Great Western Ry. Co.
1:Chicago, Milwaukee, St. Paul and Pacific RR.
Chicago, Rock Island and Pacific RR.
Denver and Rio Grande Western RR. Co., The
2:Duluth, Missabe and Iron Range Ry. Co.
Elgin, Joliet and Eastern Ry. Co.
Fort Worth and Denver Ry. Co.
Great Northern Ry. Co.
Illinois Terminal RR. Co.
Joint Texas Division of CRI&P RR and FtW&D Ry.
Kansas City Southern Ry. Co., The
Louisiana & Arkansas Ry. Co.
Midland Valley RR. Co.
Minneapolis, Northfield and Southern Ry.
Missouri-Kansas-Texas RR. Co.
Missouri Pacific RR. Co.
Norfolk and Western Ry.
  (Western Region - former Wabash RR.)
Northern Pacific Ry.
Northwestern Pacific RR. Co.
Pacific Coast RR. Co.
Peoria and Pekin Union Ry. Co.
St. Louis-San Francisco Ry.
3:St. Louis Southwestern Ry. Co.
Soo Line RR. Co.

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Southern Pacific Co. (Pacific Lines)
Southern Pacific Co. (Texas & Louisiana Lines)
Spokane, Portland and Seattle System Lines
4:Texas and Pacific Ry. Co., The
Toledo, Peoria & Western RR. Co.
Western Pacific RR. Co., The

NOTES: -

1: This authorization does not apply to nor include chief dispatchers except those who are regularly assigned to shifts performing trick train dispatcher work.

2: This authorization is limited to that portion of the notice other than that of health and welfare.

3: Authorization is limited for one Chief Train Dispatcher in each dispatching office to matters in which now represented by the organization, i.e., Article 3; paragraphs a, b, c and j of Article 4; and paragraph e of Article 6.

4: Authorization excludes one Chief Train Dispatcher in each Dispatcher's office, which is excepted from the scope and provisions of the Dispatchers' Agreement.

FOR THE CARRIERS:

F. J. Robertson

FOR THE
AMERICAN TRAIN DISPATCHERS ASSOCIATION:

B. C. Hilbert

Chicago, Illinois
June 15, 1966

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EXHIBIT C

SOUTHEASTERN RAILROADS

LIST OF SOUTHEASTERN RAILROADS REPRESENTED BY THE SOUTHEASTERN CARRIERS' CONFERENCE COMMITTEE, IN CONNECTION WITH NOTICE, DATED ON OR ABOUT JULY 1, 1963, SERVED UPON VARIOUS INDIVIDUAL SOUTHEASTERN RAILROADS BY THE GENERAL CHAIRMEN, OR OTHER RECOGNIZED REPRESENTATIVES, OF THE AMERICAN TRAIN DISPATCHERS ASSOCIATION, OF DESIRE TO REVISE AND SUPPLEMENT EXISTING AGREEMENTS IN ACCORDANCE WITH PROPOSALS SET FORTH IN ATTACHMENT "A" THERETO, AND NOTICES WHICH WERE SERVED BY THE CARRIERS FOR CONCURRENT HANDLING THEREWITH.

This authority is limited in coverage to those classes of employees the rates of pay and working conditions of which are covered by the current schedule-agreement under which such classes of employees are represented by the above-named Association, and on behalf of which and on which classes such notices were submitted.

ATLANTIC COAST LINE
CHESAPEAKE AND OHIO
CLINCHFIELD
GEORGIA
LOUISVILLE AND NASHVILLE
NORFOLK AND WESTERN
  (As constituted prior to
  October 16, 1964, including
  former Virginian)
Norfolk Southern
Seaboard Air Line

FOR THE CARRIERS:

W. S. Macgill

FOR THE
AMERICAN TRAIN DISPATCHERS
ASSOCIATION:

V. J. Williams

Chicago, Illinois
June 16, 1966

XERO COPY XERO COPY XERO COPY XERO COPY

A. PHILIP RANDOLPH
International President

BENNIE SMITH
2nd International Vice-President
1308 Broadway, Room 305
Detroit, Michigan 48226

BROTHERHOOD of SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

SOUTH-WEST ZONE HEADQUARTERS
GATEWAY NATIONAL BANK BUILDING
3412 NORTH UNION BOULEVARD
ST. LOUIS, MISSOURI 63115
EVergreen 3-4221

WILLIAM H. BOWE
Acting International Secy.-Treas.

C. L. DELLUMS
3rd International Vice-President
1716 Seventh Street
Oakland, California 94620

T. D. McNEAL
4th International Vice-President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

B. F. McLAURIN
Eastern Zone Supervisor

August 1, 1966

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
217 W. 125th Street
New York, New York, 10027

Dear Chief:

As you will recall, we have been trying for more than a year to secure a Job Stabilization agreement with the C. B. & Q. railroad to protect our members (dining car employes) on that railroad.

In a conference on another matter a few days ago, the railroad representatives handed us a copy of an agreement covering Train Dispatchers and indicated that they would be willing to enter into an agreement with us, using the same principles as are in that agreement instead of the principles contained in the Non-op Stabilization Agreement of February 7, 1965. I am sending herewith a copy of the agreement covering Train Dispatchers.

Frankly, I don't know enough about stabilization agreements to competently judge such a proposal. I am therefore requesting that you secure some advice from Gromfine or Jack Frye on this matter.

Time is extremely important in this matter. I understand that on the Fort Worth & Denver and the Colorado & Southern (CB&Q properties) further reductions in crews are imminent. We cannot settle on those properties until we settle on the main line.

Fraternally yours

Mac

T. D. McNeal
International Vice President

TDM/op
cc: Messrs L. J. Shackelford
I. Gromfine

A. PHILIP RANDOLPH
International President

BENNIE SMITH
1st International Vice-President
1308 Broadway, Room 305
Detroit, Michigan 48226

C. L. DELLUMS
2nd International Vice-President
1716 Seventh Street
Oakland, California 94607

BROTHERHOOD of SLEEPING CAR PORTERS

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WILLIAM H. BOWE
International Secretary-Treasurer

T. D. McNEAL
3rd International Vice-President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

March 3, 1967

McNeal

Messrs. B. F. McLaurin,
Zone Supervisor

File

A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
217 W. 125th Street
New York, N. Y. 10027

Dear Sirs and Brothers:

This letter has further reference to the case of Brother Clarence W. Babbs who was formerly employed by the New York Central.

As indicated in a telephone conversation with Brother McLaurin, this case is a probable loser at the Adjustment Board level. But, on the other hand, there is enough conflict in the testimony of the company witnesses and enough evidence indicating collusion to establish a moral and ethical obligation on the Brotherhood to fight this one all the way, even though the Board is currently deciding against the unions in practically every such case.

I have prepared the initial document of appeal to the Board and am attaching a copy hereto. This will be presented to the Board on March 21. Because of the pendency of a number of other cases, I am taking advantage of the time limit in the New York Central agreement. In order to acquaint Brother McLaurin with the handling of such matters, I will send him a copy of each submission as they are prepared and submitted.

After the filing of the first notice, I will contact Mr. Austin of the New York Central with reference to his offer of a joint submission of exhibits.

I am now in the process of proof-reading and negotiating (by telephone) corrections in the New Grand Trunk Western Agreement. The finished product will be sent to the Chief for his signature.

Fraternally yours
Mac
T. D. McNeal
International Vice President

TDM/op

Encl.

NATIONAL RAILROAD ADJUSTMENT BOARD
THIRD DIVISION
220 South State Street
Chicago, Illinois 60604

Gentlemen:

You will please be advised of the intention of the Brotherhood of Sleeping Car Porters to file with your Honorable Board, on April 19, 1967, an ex parte submission for and in behalf of Clarence W. Babbs, who was formerly employed by the New York Central System as a sleeping-lounge car attendant.

Because the New York Central System did finally, through a decision rendered by Mr. I. L. Austin, Manager Dining and Sleeping Car Service, under date of January 23, 1967, sustain a disciplinary action taken against Mr. Babbs by Mr. M. Scavarelli, Supt., of Labor Relations, Dining and Sleeping Car Department, under date of December 21, 1966, wherein Mr. Babbs was dismissed from his position as sleeping-lounge car attendant allegedly because of four (4) charges that had been made against him previous thereto.

And further, because the charges against this employe were not proved and the action of the New York Central System in discharging Mr. Babbs was unjust, unfair, arbitrary and in abuse of the carrier's discretionary power.

And further, for Mr. Clarence W. Babbs to be returned to his former position as a sleeping-lounge car attendant with the New York Central System with seniority rights, vacation rights and all other rights incidental to this position unimpaired, and with pay for whatever wages were lost by him as a result of the carrier's unjust and unreasonable action.

Copy of this notice of appeal is today being sent to Mr. I. L. Austin, Manager Dining and Sleeping Car Service, New York Central System, 466 Lexington Avenue, New York, N. Y. 10017, Certified Mail-Return Receipt Requested.

Respectfully submitted

BROTHERHOOD OF SLEEPING CAR PORTERS

T. D. McNeal

By: T. D. McNeal
International Vice President
3947 Drexel Boulevard
Chicago, Illinois 60653

Dated at Chicago, Illinois this 21st day of March, 1967

A. PHILIP RANDOLPH
International President

BENNIE SMITH
1st International Vice-President
1308 Broadway, Room 205
Detroit, Michigan 48226

C. L. DELLUMS
2nd International Vice-President
1716 Seventh Street
Oakland, California 94607

BROTHERHOOD of SLEEPING CAR PORTERS
Train, Chair Car, Coach Porters and Attendants
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WILLIAM H. BOWE
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3rd International Vice-President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

File
Mr. McNeal

March 15, 1967

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York, New York 10027

(Copies to Zone Supervisors
and Key officers in Midwest
and Southwest Zones)

Dear Chief:

Since the passing of Brother Webster I have received a number of what should have been legitimate claims - claims based on actual violations by carriers of agreement rules leading to money losses or temporary loss of rights by members. These claims could and should have been won, except for technical defects. These technical defects are usually one of the following: (a) The claim was not filed within the time limit provided in that specific agreement. (b) The claim was filed in time, but not appealed within the time provided for appeal. (c) The claim was based on the wrong rule of the agreement. (d) Absence of proof that the work performed was required by the employer or that a supervisory employe caused or condoned the violation complained of. (e) Absence of supporting proof that the rule cited was actually violated.

When a case is being prepared for the Adjustment Board few, if any, initial defects can be corrected. Rules of the Board prohibit any new material being added and prohibit any change in the basic arguments of either side.

A part of our trouble is caused by the fact that some of these claims are initiated by individual members, Local Presidents, System or Local Division Chairmen without consultation with the Zone Supervisor. I consider the useless loss of such claims as obviously harmful to the organization in many ways. I am therefore sending copies of this letter (together with a sample of a group of claims currently being filed against the Union Pacific) to each Zone Supervisor and to Key officers of Locals in my area who are trying to learn the ropes. Our real problem is simply getting everyone involved to remember and operate on the basis of Brotherhood rules of many years standing.

Simply stated, a claim is a formal charge by a member or the organization that a carrier has violated or is violating one or more of the written rules of the agreement between that carrier and the B.S.C.P. Claims usually demand that the man or men involved be compensated for losses suffered - or, if no money losses are involved, that the violation be stopped.

If a claim is not filed or appealed within the time limits of the specific agreement, or if it is not filed with or appealed to the officer of the carrier set forth in the agreement, it is a dead issue forever. The limit for filing claims, under most of our agreements, dates from the time the member receives his pay for the period involved, and, never later than the time the company advises him that he will not be paid for what he contends he is entitled to receive. In most of our agreements (other than Pullman) the time limit for appeals is much shorter than the time limit for initiating a claim. For example, our Union Pacific agreement provides 180 days within which to initiate a claim but only 15 days for the appeal of the initial decision on the property. Thus, it is mandatory that the initial decision come directly to me at St. Louis because of the obviously insufficient time for an exchange of correspondence between the Local Officer and me before getting the appeal into a regional office at Los Angeles, Portland or Omaha. After discovering the problem, it actually took me more than a year to get all Local Officers on the U.P. to cooperate by sending all claims to me for preparation and presentation. But, now, we are collecting!

Administrative rules of the Brotherhood of Sleeping Car Porters with reference to the filing of claims were adopted many years ago and, to my knowledge, have not been basically changed. These rules require that, in the absence of a clear emergency where a time limit is about to expire, no individual member or Local Officer is to prepare and present a claim. These rules contemplate that the actual preparation of all claims will be done in Zone offices by the Zone Supervisor.

These rules on filing claims were adopted for the protection of the individual member and of the organization itself for several reasons. Among these reasons were the following: (a) The filing and successful handling of even the simplest claim is, to at least some extent, technical. (b) Time limits provided for in that specific agreement must be religiously observed or the claim is automatically lost. (c) In order to have any chance of prevailing, a claim must be based on a specific rule or rules of the specific agreements. (d) In the initial filing, a claim should clearly set forth three things. These are: (1) a statement of the claim itself, (2) a clear statement of the facts supporting the validity of the claim (these two are essential) and (3) a statement of the position of the organization.

Statement of Claim. The statement of claim should tell, briefly, exactly what the organization is demanding, the exact rule or rules on which the organization bases its claim, plus all other rules in the agreement which may be of help in winning. The statement of claim should also set forth the date or period involved in the claim. Nothing that can be identified as argument should be included.

Statement of Facts. The statement of facts should clearly identify the man or men for whom the claim is filed together with the District or division involved and seniority date, if related. This part should clearly set forth all known facts that will support the claim. This part should quote the principal rule or rules which we claim the company violated. Again, no argument should be used in this part.

Position of Employes. In this section we can, if desired, set forth our arguments as to what the rules mean and why the facts prove our claim.

For the good of the order, I urgently request the cooperation of all concerned with the task of getting over to our Local Officers (many of whom are comparatively new) the importance of handling claims in strict accordance with tried and proved Brotherhood policy.

Fraternally,

T. D. McNeal

T. D. McNeal
International Vice President

cc: Messrs. Bennie Smith, 1308 Broadway, Room 305, Detroit, Michigan 48226
C. L. Dellums, 1716 Seventh Street, Oakland, Calif., 94620
B. F. McLaurin, 217 W. 125th St., New York, N. Y. 10027
L. J. Shackelford, 3947 Drexel Blvd., Chicago, Illinois 60653
C. L. Brown, 5645 Montgall St., Kansas City, Missouri 64130
W. W. Seymour, 5253 Thrill Place, Denver, Colorado 80207
L. G. Leverett, 3605 Clinton Avenue, Minneapolis, Minnesota
E. G. Hayes, 503 South Rampart St., New Orleans, Louisiana 70112
J. W. Wesson, 4115 Park Ave., Kansas City Missouri
G. R. Tillman, 3947 Drexel Blvd., Chicago, Illinois 60653
A. R. Dailey, 3412a North Union Blvd., St. Louis, Missouri 63115
J. H. Jones, 2013 Emerson St., Denver, Colorado 80205

A. PHILIP RANDOLPH
International President

BENNIE SMITH
1st International Vice-President

C. L. DELLUMS
2nd International Vice-President

BROTHERHOOD of SLEEPING CAR PORTERS

WILLIAM H. BOWE
International Secretary-Treasurer

T. D. McNEAL
3rd International Vice-President

B. F. McLAURIN
Eastern Zone Supervisor

Train, Chair Car, Coach Porters and Attendants
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MID AND SOUTH WEST ZONE
GATEWAY NATIONAL BANK BUILDING
3412 NORTH UNION BOULEVARD
ST. LOUIS, MISSOURI 63115
EVgreen 3-4221

April 14, 1967

Mr. A. Philip Randolph
International President
Brotherhood Sleeping Car Porters
217 W. 125th Street
New York, N. Y. 10027

Dear Chief:

Because of your unusual interest in the case of Brother Clarence W. Babbs who was fired by the New York Central System, I am sending herewith a copy of our Ex Parte Submission to the Adjustment Board in this matter.

I believe that if we had analyzed and strongly pointed out to the carrier on the property the various contradictions and conflicting evidence involved in the testimony of the carrier's witnesses it is probable that we could have been able to compromise and settle this case directly with the New York Central. I believe that the carrier would have, at that point, seen that there was at least a possibility that we could beat them before the Board. However, now that we are before the Board, the carrier will use every resource to try and make their original decision stand up.

In the supplementary submission which I will make in this case and in the oral argument I will, of course, do everything in my power to get the Board to reverse the carrier in this matter.

I respectfully suggest that in future hearings Brother McLaurin be advised to point out such inconsistences and contradictions in the opposition's case during his summation of the evidence in the written record of the hearing.

Fraternally yours

Mac

T. D. McNeal
International Vice President

RECEIVED
APR 17 1967
OFFICE OF THE PRESIDENT

TDM/op
Encl
cc: Mr. B. F. McLaurin

NATIONAL RAILROAD ADJUSTMENT BOARD
THIRD DIVISION
220 South State Street
Chicago 4, Illinois

BROTHERHOOD OF SLEEPING CAR PORTERS)
(For and in behalf of Clarence W. Babbs))
)
Petitioner)
)
vs)
)
New York Central System)
)
Respondent)
)

POSITION OF EMPLOYEE

NATIONAL RAILROAD ADJUSTMENT BOARD
THIRD DIVISION
220 South State Street
Chicago, Illinois 60604

BROTHERHOOD OF SLEEPING CAR PORTERS)
(For and in behalf of Clarence W. Babbs))
)
Petitioner)
)
vs)
)
New York Central System)
)
Respondent)
)

STATEMENT OF CLAIM

"For and in behalf of Clarence W. Babbs who was formerly employed by the New York Central System as a sleeping-lounge car attendant.

Because the New York Central System did finally, through a decision rendered by Mr. I. L. Austin, Manager Dining and Sleeping Car Service, under date of January 23, 1967, sustain a disciplinary action taken against Mr. Babbs by Mr. Scavarelli, Supt. of Labor Relations, Dining and Sleeping Car Department, under date of December 21, 1966, wherein Mr. Babbs was dismissed from his position as sleeping-lounge car attendant allegedly because of four (4) charges that had been made against him previous thereto.

And further, because the charges against this employe were not proved and the action of the New York Central System in discharging him was unjust, unfair, arbitrary and in abuse of the carrier's discretionary power.

And further, for Mr. Clarence W. Babbs to be returned to his former position as a sleeping-lounge car attendant with the New York Central System with seniority rights, vacation rights and all other rights incidental to this position unimpaired, and with pay for whatever wages were lost by him as a result of the carrier's unjust and unreasonable action."

Respectfully submitted,

BROTHERHOOD OF SLEEPING CAR PORTERS

By T. D. McNeal
T. D. McNeal
International Vice President

the carrier's discretionary power.

And further, for Mr. Clarence W. Babbs to be returned to his former position as a sleeping-lounge car attendant with the New York Central System with seniority rights, vacation rights and all other rights incidental to this position unimpaired, and with pay for whatever wages were lost by him as a result of the carrier's unjust and unreasonable action."

Respectfully submitted,

BROTHERHOOD OF SLEEPING CAR PORTERS

By T. D. McNeal
T. D. McNeal
International Vice President

NATIONAL RAILROAD ADJUSTMENT BOARD
THIRD DIVISION
220 South State Street
Chicago, Illinois 60604

BROTHERHOOD OF SLEEPING CAR PORTERS)
(For and in behalf of Clarence W. Babbs))
)
Petitioner)
)
vs)
)
New York Central System)
)
Respondent)
)

STATEMENT OF FACTS

Your petitioner, the Brotherhood of Sleeping Car Porters, respectfully submits that it is duly authorized to represent all employes of the New York Central System classified as sleeping car porters and sleeping-lounge car attendants and in such capacity it is duly authorized to represent Mr. Clarence W. Babbs who was formerly employed by the New York Central System as a sleeping-lounge car attendant.

Your petitioner further sets forth that in line with his regular duties Babbs was assigned to and operated between Chicago and New York City on Train No. 26 on October 29-30, 1966.

Your petitioner further sets forth that in connection with the above-mentioned trip two undercover agents of the Burns Detective Agency later claimed that they were passengers and submitted reports which were the basis of four separate charges placed against Mr. Babbs.

Your petitioner further sets forth that as a result of the reports submitted by the two undercover agents of the Burns Detective Agency a letter was sent to Mr. Babbs by Mr. R. L. Croft under date of December 8, 1966, advising him that a hearing had been set for 10 A. M. on December 19, 1966, for the purpose of trying him on four (4) separate charges.

Your petitioner further submits that on December 19, 1966, a hearing was accorded Mr. Babbs on the four (4) separate charges by Supt. of Labor Relations Scavarelli and subsequent to the hearing Mr. Scavarelli advised Mr. Babbs in a letter dated Dec. 21, 1966, that he had been found guilty of each of the four (4) separate charges and that he was being dismissed from the service effective December 26, 1966.

Your petitioner further sets forth that the employes appealed the decision of Mr. Scavarelli through the regular channels up to Mr. I. L. Austin, Manager, Dining and Sleeping Car Service, the last officer designated by the management to handle matters of this sort, who did under date of January 23, 1967, render a decision in which he sustained the disciplinary action taken against Mr. Babbs by Supt. of Labor Relations Scavarelli.

Your petitioner finally sets forth that it did, under date of March 21, 1967, file notice with your honorable Board of its intention to file an ex parte submission for and in behalf of Mr. Babbs in this case and that it did on the same day send a copy of that notice to Mr. I. L. Austin, Manager, Dining and Sleeping Car Service, New York Central System, 466 Lexington

Avenue, New York, N. Y. 10017

Respectfully submitted

BROTHERHOOD OF SLEEPING CAR PORTERS

By T. D. McNeal
T. D. McNeal
International Vice President

NATIONAL RAILROAD ADJUSTMENT BOARD
THIRD DIVISION
220 South State Street
Chicago, Illinois 60604

BROTHERHOOD OF SLEEPING CAR PORTERS (For and in Behalf of Clarence W. Babbs)	)
Petitioner	)
vs	)
New York Central System	)
Respondent	)

POSITION OF EMPLOYES

Agreement has been reached between the carrier and the employes that the parties will submit a Joint Exhibit A consisting of the transcript of hearing and carrier's Exhibits A through J which were made a part of the record in the original hearing. By agreement this Joint Exhibit A will be included with the carrier's submission and so designated.

There are attached hereto and made a part hereof Employes' Exhibits 1 through 6, being respectively; copy of letter from Mr. Scavarelli to Mr. Babbs, dated December 21, 1966, dismissing Babbs; copy of letter from Mr. McLaurin to Mr. Austin, dated December 29, 1966, appealing the initial decision in this matter; copy of letter dated December 30, 1966, from Mr. Austin to Mr. McLaurin acknowledging receipt of appeal and setting date for conference on appeal; copy of decision of Mr. Austin (dated January 23, 1967) sustaining Mr. Scavarelli's finding of guilt on each of four (4) separate charges and affirming Mr. Babbs' dismissal; copy of letter dated February 10, 1967, from Mr. Austin to Mr.

McLaurin offering to duplicate the transcript of hearing and submit it as Joint Exhibit A and copy of letter dated February 15, 1967 from Mr. McLaurin to Mr. Austin accepting the carrier's offer to reproduce and submit Joint Exhibit A.

The petitioner wishes to respectfully direct the attention of your honorable Board to the fact that Mr. Babbs was dismissed from the service of the carrier on the basis of four (4) separate and distinct charges. The carrier found him guilty on each and every count. The final decision on the property was based on the assumption that he was guilty of each of the four (4) charges.

The petitioner further submits that a careful examination of the transcript of hearing can lead to no conclusion other than that each and every one of these four (4) charges were based on no evidence other than the written reports and oral testimony of two undercover, part time, agents of the Burns Detective Agency. An examination of the four (4) written reports submitted by these two undercover people proves beyond any possibility of doubt that they are guilty of the most naked, open, extreme, and apparently, unashamed collusion the employes have ever witnessed.

Such an examination will disclose to your honorable Board that the collusion and conspiracy between and by these two part time undercover people resulted in their submitting reports reading almost word for word the same. The only minor differences in the two sets of reports are references to each other by code numbers and the use of half a dozen words having exactly the same meaning. They made exactly the same admitted mistakes in their reports.

An examination of the written reports of these carrier witnesses and a comparison of these reports with their oral testimony in the hearing in response to even the friendly interrogation of the carrier will disclose the fact that in many important areas their oral testimony contradicts their written reports and that the oral testimony of each of them conflicted with that of the other.

Your petitioner submits that there is so much conflict and contradiction in the statements of these carrier witnesses until it would be comic were it not for the fact that an employe with more than thirty-two (32) years of seniority has lost his economic life because of this sad "comedy of errors".

In view of all of the circumstances herein involved the employes can only conclude, however reluctantly, that Mr. Babbs is the victim of a cleverly conceived but extremely poorly executed conspiracy to "railroad" a protected employe under the stabilization agreement out of the service.

The obvious instances of conflicting and contradictory statements by the carrier witnesses are numerous. Your petitioner respectfully directs the attention of your honorable Board to the following examples:

(1) With reference to their first visit to the sleeper-lounge car which started in the station at Chicago, both agents reported in writing that one party (later identified as three passengers occupying space in the car, plus visitors) were observed receiving an accounting for several drinks and that the agents could not see whether a check was used or not. (See Joint

Exhibit A, Carrier's hearing Exhibits A and C) Yet, in the hearing Agent Menden testified (Joint Exhibit A, page 16, Q and A 3) that the attendant presented this party with a slip of paper which he and Agent Gambino could observe had some notations on it and which he could tell was an accounting of the drinks served the party. On Page 44, question and answer 4, Agent Menden makes the firm statement that there was no check used.

On page 52 of Joint Exhibit A (question and answer 1) it will be noted that Agent Gambino makes the positive statement that no check was used for this party. Even after the carrier's representative re-read his written statement to Gambino, he insisted that he could see the transaction and that Babbs told these people verbally what they owed. At the bottom of page 53 and the top of page 54 of Joint Exhibit A it will be noted that Agent Gambino directly contradicts the oral testimony of Agent Menden by making the flat statement that "There was no such thing as to a piece of paper given to the persons paying for the drinks".

(2) On pages 15, 16, 17, 18, 19 and 20 of Joint Exhibit A Agent Menden places a total of 10 customers in the car during their first visit, these being the two agents, the three passengers who occupied space on the car, their two guests, a couple who drank coca cola and a man who drank a highball. Agent Gambino, as shown by his testimony on page 51, question and answer 6 of that exhibit places a total of 12 customers in the car during the same period. This he does by testifying that the three passengers on the car had as guests prior to departure "two other couples, young couples, which left before the train left the station."

(3) In connection with their written report covering their second visit to the sleeper-lounge car which they claim was at about 9:30 P. M. on the date in question, both Agents Menden and Gambino admitted that they were in error in reporting that there had been a total of 8 customers in the lounge during the period of their visit. Both stated in the hearing that there actually had been only one customer other than themselves in the car during the period. At page 26 of Joint Exhibit A Menden gives a rather lame excuse for this admitted error by claiming that there had been a total of eight customers in the lounge on their previous visit and that he had intended to place that on his first report. At the bottom of page 63 and the top of page 64 of the same exhibit, Agent Gambino gives an even more lame excuse for the inaccuracy of the report of his second visit. In answerto question 3 on page 67, Gambino finally takes the position that he doesn't know how he made this glaring error.

(4) On each of their written reports both undercover agents indicate that they were seated by the attendant. In answer to question 1 on page 10 of Joint Exhibit A and throughout the transcript of hearing the oral testimony is to the effect that the agents seated themselves.

(5) In connection with their second visit to the sleeper-lounge car undercover Agent Menden testified that when Babbs brought their second round of drinks there were no caps on the liquor bottles. (See Joint Exhibit A, page 32, bottom of page). At page 62 of the same document and testifying about the same round of drinks, undercover Agent Gambino testified in answer to

question 5 on that page that "as we received them (the bottles of liquor) they were opened."

(6) Throughout his testimony, Menden said that his recollection was that the scotch served them was Johnny Walker Red Label. Agent Gambino testified throughout that he read the labels but still did not know if the scotch was Johnny Walker Red Label or Black Label. Attendant Babbs testified (and the carrier made no attempt at refutation) that no Johnny Walker Red Label is ever placed on the train in question (The 20th Century Limited).

(7) Undercover Agent Gambino testified (Joint Ex. A, Pg.50 in answer to question 8) that he did not order by brand. Yet, in answer to the very next question he replied that they were served the brands he had ordered, Johnny Walker and Old Grand Dad.

(8) Both agents testified in great detail about the service of liquor, soda and ginger ale. Yet the record shows that neither could remember if the beer they claimed they ordered and consumed was opened in their presence or before.

(9) Both agents reported in writing that they had been given correct change on both occasions. Both stated that on the first visit the bill amounted to $4.30 and that Gambino tipped Babbs 60¢. Yet Gambino on page 55 of the transcript of hearing insists that he paid this tab with a ten dollar bill and received back five singles and change. He says that he left the change as a tip and that the tip was 60¢. Again, at the bottom of page 66 and the top of page 67 Agent Gambino being questioned about this 60¢ tip and seems quite surprised to learn that 30¢ and 60¢ does not add up to $1.00.

(10) Despite the fact that both undercover agents submitted written statements and testified orally several times that they and other customers were not presented checks, Menden, in answer to question 3 on page 36 of Joint Exhibit A, made the following statement: "He (Babbs) wore glasses when we saw him reading the check before it was presented or the tabulation that we refer to on the first visit. Before he presented this he put on glasses for reading and then presented the check".

Your petitioner submits that the foregoing ten examples of the many inconsistencies, contradictions, conflicting statements and proof of collusion should in themselves be a sufficient basis for your honorable Board to clear Mr. Babbs of the charges placed against him.

Your petitioner further contends that in taking away the economic life of Mr. Babbs on the basis of such incompetent evidence the carrier acted arbitrarily, in the complete absence of good faith and abused the discretionary powers vested in management.

The petitioner respectfully calls the attention of your honorable Board to the testimony of Assistant Superintendent Mooney who testified (Joint Exhibit A, page 83, Q and A 3) that Mr. Babbs did not have the reputation of being guilty of selling contraband goods.

Couple this with the testimony of Mr. Babbs on page 104 of the transcript during which he reminds his supervisors of instances where he has found uncharged and unlisted stocks of liquor on cars and notified them instead of safely taking it for himself.

Does this sort of action indicate a dishonest employe who should be thrown on the industrial, economic and social scrap heap after more than 32 years of service? The petitioner contends that in the presence of justice the answer must be a resounding "NO"!

The petitioner urges this honorable Board to carefully review the complete testimony of Mr. Babbs. The word of even this humble citizen should not be ignored in order to accept the word of two part time, obviously incompetent undercover agents. Babbs' testimony is straight-forward, even to the extent of admitting (pages 88-89) that where a hurried small sale such as a coca cola is made he was in the habit of adding such an item to an unclosed check. This is a technical violation of the strictest application of the separate check rule but the carrier, knowing that it happens all the time, never makes an issue of it until it decides (as it apparently has in this case) to "throw the book" at some employe it wants to fire.

Your petitioner respectfully urges your honorable Board not to ignore the fact that these two incompetent carrier witnesses testified that they checked the service in a total of four (4) areas on this train. These were: observation car, dining car, room service and lounge diner for coaches. Liquor was available in each of these service areas. The petitioner submits that if this pair drank even one-third as much of the mixture of beer, bourbon and scotch as they claim they drank in the sleeper-lounge car from 4:30 P. M. until they retired, they most probably did not remember who did what or where. Under these conditions it is quite conceivable that they had Babbs confused with some several other employes in other service areas. Certainly your honorable Board should not uphold the economic lynching of an old employe on the basis of the confused and contradictory testimony of two proven incompetent part time undercover agents one of whom freely admitted in the hearing that he is no drinking man but who at the same time went ahead and verified that, within a few short hours, he had several drinks of beer, bourbon and scotch in just one of the several service areas he was checking and in all of which liquor was available and most probably consumed.

Your honorable Board has held, and properly so, that where an employe has been disciplined on a multiplicity of charges and the Board finds him innocent of one such charge, the decision of the carrier should be reversed because of the impossibility of determining how much of the assessed discipline was due to the charge of which the employe was innocent.

Therefore, the petitioner asks your honorable Board to hold an oral hearing to determine the issues in this case and it further requests that the Board issue an award ordering and directing the Management of the respondent company to clear the record of Mr. Babbs of the charges in this case and to return him to his former position as sleeper-lounge car attendant with his seniority and other rights unimpaired and with pay for time lost as a result of the respondent carrier's unjust, unreasonable and arbitrary action.

The petitioner further requests that in the event this case is deadlocked and referred to a referee that it be given the opportunity to appear before the referee for oral argument.

All matters contained herein have been submitted to the respondent carrier.

Respectfully submitted

BROTHERHOOD OF SLEEPING CAR PORTERS

By T. D. McNeal
T. D. McNeal
International Vice President

THE FOLLOWING 6 DOCUMENTS ARE PHOTOCOPIES.

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THE LIBRARY OF CONGRESS

NEW YORK CENTRAL SYSTEM
466 LEXINGTON AVENUE
NEW YORK, N. Y. 10017

D. T. HART
DIRECTOR PASSENGER TRAIN OPERATION
J. J. O'BRIEN
MANAGER PASSENGER TRAIN OPERATION
J. C. HALL
SUPERVISOR MAIL AND EXPRESS OPERATION

I. L. AUSTIN
MANAGER DINING AND SLEEPING CAR SERVICE
P. E. KENNEY
SUPERINTENDENT STANDARDS AND CONTROL
M. SCAVARELLI
SUPERINTENDENT LABOR RELATIONS

December 21, 1966

VIA CERTIFIED MAIL -
RETURN RECEIPT REQUESTED

Mr. Clarence W. Babbs
530 Manhattan Avenue, Apt. 41
New York, New York

Dear Sir:

With your representative, you appeared at hearing conducted at New York, Monday, December 19, 1966, with respect to the following matters:

1 - Failing to present unopened individual bottles of alcoholic beverage served guests, train 26, October 29, 1966.

2 - Serving alcoholic beverages to guests, train 26, October 29, 1966 without check to cover.

3 - Making collection for alcoholic beverages served guests, train 26, October 29, 1966 without check to cover.

4 - Failing to remit to the Carrier all revenue derived from the sale of alcoholic beverages, train 26, October 29, 1966.

I have carefully considered the evidence presented at the hearing and in my opinion it conclusively establishes your guilt with respect to each of the above charges. In view of your responsibility in these matters, and when consideration is given to your past record, you are not, in my opinion, a desirable employee to retain in the service. You are hereby dismissed effective Monday, December 26, 1966.

Please return to Mr. R.L. Croft any items of Company property which you may have in your possession.

Yours very truly,

(Signed) M. SCAVARELLI
SUPT. LABOR RELATIONS
D&SCS DEPT.

cc - Mr. B.F. McLaurin
Eastern Zone Supervisor
Brotherhood of Sleeping Car Porters
217 West 125th Street - Room 301
New York, N.Y. 10027

Employes Exhibit 1

XERO COPY XERO COPY XERO COPY XERO COPY

A. PHILIP RANDOLPH
International President

BENNIE SMITH
1st International Vice-President
1308 Broadway, Room 305
Detroit, Michigan 48226

C. L. DELLUMS
2nd International Vice-President
1716 Seventh Street
Oakland, California 94620

BROTHERHOOD of SLEEPING CAR PORTERS
Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

217 WEST 125th STREET - Room 301
NEW YORK, N.Y. 10027
MOnument 2-5080 - 1

WILLIAM H. BOWE
International Secretary-Treasurer

T. D. McNEAL
3rd International Vice-President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

December 29, 1966

Mr. I. L. Austin
Manager
Dining and Sleeping Car Service
New York Central System
466 Lexington Avenue
New York, New York 10017

Dear Sir:

As provided for in the Agreement between the New York Central Railroad Company and its employees thereof, represented by the Brotherhood of Sleeping Car Porters effective June 1, 1960 and amended to January 31, 1961, this letter is addressed to you for and in behalf of Porter C. W. Babbs who was accorded a hearing Monday, December 19, 1966 on the following charges:

"1. Failing to present unopened individual bottles of alcoholic beverages served guests, Train 26, October 29th, 1966.

2. Serving alcoholic beverages to guests, Train 26, October 29th, 1966 without check to cover.

3. Making collection for alcoholic beverages served guests, Train 26, October 29th, 1966 without check to cover.

4. Failing to remit to the Carrier all revenue derived from the sale of alcoholic beverages, Train 26, October 29th, 1966. "

Employes Exhibit 2, page 1

XERO COPY XERO COPY XERO COPY XERO COPY

On December 21, 1966 a letter was addressed to Porter Babbs informing him that he is dismissed from service effective Monday, December 26, 1966.

I am hereby appealing the decision to you the next highest officer designated by Management to handle appeals.

Will you at your earliest convenience schedule a date for an appeal hearing since I have several travel dates before me.

Very truly yours,

B. F. McLaurin
Eastern Zone Supervisor

Employes Exhibit 2, page 2

XERO COPY XERO COPY XERO COPY XERO COPY

NEW YORK CENTRAL SYSTEM
466 LEXINGTON AVENUE
NEW YORK, N. Y. 10017

D. T. HART
DIRECTOR PASSENGER TRAIN OPERATION

J. J. O'BRIEN
MANAGER PASSENGER TRAIN OPERATION

J. C. HALL
SUPERVISOR MAIL AND EXPRESS OPERATION

I. L. AUSTIN
MANAGER DINING AND SLEEPING CAR SERVICE

P. E. KENNEY
SUPERINTENDENT STANDARDS AND CONTROL

M. SCAVARELLI
SUPERINTENDENT LABOR RELATIONS

December 30, 1966

Mr. B. F. McLaurin
Eastern Zone Supervisor
Brotherhood of Sleeping Car Porters
217 West 125 Street
New York, N. Y. 10027

Dear Sir:

This will acknowledge receipt of your letter of December 29 serving notice of appeal from decision dismissing Sleeping-Lounge Car Attendant C. W. Babbs.

As agreed in our telephone conversation today, I will be glad to meet with you at this office 10:30 A.M., Wednesday, January 18, 1967 for the purpose of hearing your appeal.

I understand transcript of the investigation will go forward to you shortly.

Yours very truly,

I L Austin

Employes Exhibit 3

XERO COPY XERO COPY XERO COPY XERO COPY

NEW YORK CENTRAL SYSTEM
466 LEXINGTON AVENUE
NEW YORK, N. Y. 10017

D. T. HART
DIRECTOR PASSENGER TRAIN OPERATION
J. J. O'BRIEN
MANAGER PASSENGER TRAIN OPERATION
J. C. HALL
SUPERVISOR MAIL AND EXPRESS OPERATION

I. L. AUSTIN
MANAGER DINING AND SLEEPING CAR SERVICE
P. E. KENNEY
SUPERINTENDENT STANDARDS AND CONTROL
M. SCAVARELLI
SUPERINTENDENT LABOR RELATIONS

January 23, 1967

Mr. B. F. McLaurin
Eastern Zone Supervisor
Brotherhood of Sleeping Car Porters
217 West 125 Street
New York, N. Y. 10027

Dear Sir:

I have carefully considered the arguments which the committee advanced at our meeting January 18 on appeal from decision of the Superintendent Labor Relations, dated December 21, 1966, dismissing Sleeping-Lounge Car Attendant Clarence W. Babbs.

I have also again reviewed transcript of the investigation held and concluded December 19.

It is my finding that the evidence clearly establishes Mr. Babbs' guilt with respect to each of the four charges preferred against him. I further find that the discipline assessed is fair and reasonable in the circumstances.

The appeal is denied and decision of the hearing officer dismissing Mr. Babbs is affirmed.

Yours very truly,

I. L. Austin

Employes Exhibit 4

JAN 25 1967

XERO COPY XERO COPY XERO COPY XERO COPY

NEW YORK CENTRAL SYSTEM
466 LEXINGTON AVENUE
NEW YORK, N. Y. 10017

D. T. HART
DIRECTOR PASSENGER
TRAIN OPERATION

J. J. O'BRIEN
MANAGER PASSENGER
TRAIN OPERATION

J. C. HALL
SUPERVISOR MAIL AND
EXPRESS OPERATION

I. L. AUSTIN
MANAGER DINING AND
SLEEPING CAR SERVICE

P. E. KENNEY
SUPERINTENDENT STANDARDS
AND CONTROL

M. SCAVARELLI
SUPERINTENDENT LABOR
RELATIONS

February 10, 1967

Mr. B. F. McLaurin
Eastern Zone Supervisor
Brotherhood of Sleeping Car Porters
217 West 125 Street
New York, N. Y. 10027

Dear Sir:

This will acknowledge receipt of your letter of February 8, informing me of your intention to progress to the National Railroad Adjustment Board the discipline case of Sleeping-Lounge Car Attendant Clarence W. Babbs.

Transcript of the hearing will be a necessary part of the submissions. There's no point in each of us duplicating this voluminous record. If you are agreeable, I will undertake to do it and it will be included with the Carrier's Submission and designated Joint Exhibit A.

Please advise.

Yours very truly,

I L Austin

Employes Exhibit 5

XERO COPY XERO COPY XERO COPY XERO COPY

A. PHILIP RANDOLPH
International President

BENNIE SMITH
1st International Vice-President
1308 Broadway, Room 305
Detroit, Michigan 48226

C. L. DELLUMS
2nd International Vice-President
1716 Seventh Street
Oakland, California 94620

BROTHERHOOD of SLEEPING CAR PORTERS
Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

217 WEST 125th STREET - Room 301
NEW YORK, N.Y. 10027
MOnument 2-5080 - 1

WILLIAM H. BOWE
International Secretary-Treasurer

T. D. McNEAL
3rd International Vice-President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N.Y. 10027

February 15, 1967

Mr. I. L. Austin, Manager
Dining and Sleeping Car Service
New York Central System
466 Lexington Avenue
New York, New York 10017

Dear Sir:

This will acknowledge receipt of your letter of February 10, 1967 indicating your willingness to submit the transcript of the hearing accorded Sleeping-Lounge Car Attendant Clarence W. Babbs to the National Railroad Adjustment Board, along with the Carrier's Submission and designated Joint Exhibit A.

The Organization is agreeable to your undertaking this responsibility. However, do you think that the Board should be advised of this action?

Very truly yours,

B. F. McLaurin
Eastern Zone Supervisor

Employes Exhibit 6

XERO COPY XERO COPY XERO COPY XERO COPY

A. PHILIP RANDOLPH
International President

BENNIE SMITH
1st International Vice-President
1308 Broadway, Room 305
Detroit, Michigan 48226

C. L. DELLUMS
2nd International Vice-President
1716 Seventh Street
Oakland, California 94607

BROTHERHOOD of SLEEPING CAR PORTERS
Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

SOUTH-WEST ZONE HEADQUARTERS
GATEWAY NATIONAL BANK BUILDING
3412 NORTH UNION BOULEVARD
ST. LOUIS, MISSOURI 63115
EVergreen 3-4221
440

WILLIAM H. BOWE
International Secretary-Treasurer

T. D. McNEAL
3rd International Vice-President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

April 26, 1968

Messrs. A. Philip Randolph
William H. Bowe
C. L. Dellums

file

Dear Sirs and Brothers:

Brother Bowe's recent letter concerning the necessity of withdrawing large amounts from our savings accounts, plus the constant large deficits being shown by the auditor, caused me to make a brief analysis of our finances and the current plunging trend downward.

Based on the Auditor's report for February, 1968, we had only 2,237 dues-paying members as of that month. 1,300 of these were working for Pullman and the other 937 scattered among the various railroads. All of these carriers are still cutting out cars and trains.

It seems imperative to me that, for the sake of the members who are still left as well as in the interest of those officers and widows protected under the pension plan adopted by the Los Angeles Convention, it is absolutely necessary that our operating expenses be reduced sharply and at once.

Some of the things that might be considered to help the situation prior to the Convention, in my thinking, are as follows:

1. Stop publication of the Black Worker now.
2. Reduce the number of employes on the New York payroll.
3. Secure smaller, cheaper quarters for the Chicago Local.
4. Since Brother Bennie Smith plans to retire at the New Orleans Convention and he has little work to handle at

Detroit, ask him to close the Detroit office and use a public stenographer for what little correspondence he will have between now and September.

5. Close the Montreal office and have Brother Blanchette work out of his home and use a public or other part-time, hourly stenographer.

6. Reduce or eliminate the "Sick Supplimentary" being paid to Brother Bynum. This has never been authorized by the Convention or Executive Board. If the New York Local wants to take over this responsibility, well and good.

7. Discontinue the subsidy to Los Angeles and to Brother Thompson.

8. Watch the negotiation and policing of our agreements so that we can get some of these lawyers out of our pockets.

If each of the four of us would apply our minds to this pressing and dangerous problem, we might have a chance of holding the line until convention time. If we don't face up to it with resolution, I amcconvinced that there will be no Brotherhood by 1971. May I have the benefit of your thinking?

Fraternally
Mac
T. D. McNeal
International Vice President

TDM/op

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A. PHILIP RANDOLPH
International President

BENNIE SMITH
1st International Vice-President
1308 Broadway, Room 305
Detroit, Michigan 48226

C. L. DELLUMS
2nd International Vice-President
1716 Seventh Street
Oakland, California 94607

BROTHERHOOD of SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

U. C. CROWDER, Secretary-Treasurer
3947-59 DREXEL BOULEVARD
CHICAGO, ILLINOIS 60653
KEnwood 8-3100

WILLIAM H. BOWE
International Secretary-Treasurer

T. D. McNEAL
3rd International Vice-President
3947-59 Drexel Boulevard
Chicago, Illinois 60653

L. J. SHACKELFORD, JR.
International Field Representative

July 9, 1968

SPECIAL AND IMPORTANT MESSAGE TO ALL OFFICERS OF PULLMAN LOCALS:

Sirs and Brothers:

Because of the continuing loss of jobs of our members, the Brotherhood is operating at a huge loss every month. This situation has become quite serious. Because of this problem and because we think it is only fair and sensible to do so, the Brotherhood is asking all Pullman Porters who will receive Separation Payments under our new agreement with Pullman to agree to pay one month's dues to the Organization for each full month's salary they will receive in Separation Pay.

Our experience with the Santa Fe, Union Pacific, Burlington and other railroads prove beyond any doubt that railroads will not make Stabilization or Separation Payments called for by agreements unless the Union is strong enough to make them pay off. Thus, if all of the men who were working on November 13, 1967 or who have been recalled since that time are to be certain of receiving what is due them under the new agreement, it is absolutely necessary to keep the Brotherhood strong enough to make Pullman pay off. This objective can only be attained if all of the men who will benefit from the Separation Agreement agree to pay the Brotherhood a month's dues for each month's pay they will receive in settlement.

Pullman is now about ready to post the names of men to be offered Separation Pay. These names will be posted for 30 days. During that 30 days senior men who want to take Separation Pay and go on their pensions must notify the Company in writing that they want to take Separation Pay and go instead of the younger men.

The average man under 65 years and one month will receive from $8,300 to $8,500 in Separation Pay as a result of the hard and expensive fight put up by the Brotherhood to make Pullman pay these benefits. The most that any man can contribute under this deduction plan is $128 for 16 months' dues. This is a very small amount to ask for the results the men will obtain.

Therefore, you are urged to immediately call special meetings of all men who were working on November 13, 1967, and urge them to stand up and keep the faith with the Brotherhood and their Brothers by signing one of the enclosed forms at once. Those men who don't come to the special meetings should be hunted up and convinced that signing this form is absolutely essential.

As fast as you get the forms signed, you should rush them to International Secretary-Treasurer Bowe by Air Mail. The success of this project may mean the life or death of the Brotherhood. Therefore, all of us must bear down hard and at once to make sure that every man who was working on November 13, 1967 and those called back since signs this form. I know that the Brotherhood can count on you to cooperate fully.

Fraternally and Sincerely,

T. D. McNeal

T. D. McNeal
International Vice President

October 14, 1970

Dear Mac:

I am enclosing a list of questions which I would like you to answer since I wish to use the information in the development of the history of the Union.

Fraternally yours,

A. Philip Randolph

Mr. T. D. McNeal
International Vice President
Brotherhood of Sleeping Car Porters
3412 North Union Boulevard
St. Louis, Missouri 63115

Same letter to: C. L. Dellums
William H. Bowe
B. F. McLaurin
A. R. Blanchette

1. Date of first meeting to organize a local of BSCP in your city.

2. Who called the meeting?

3. Who were the officers of the local union?

4. Date of first public meeting of the union.

5. Nature of opposition to the union.

6. Who were the first porters fired because of the union?

7. When was the first full-time officers of the union appointed?

8. Date of first meeting for Randolph appearance for BSCP in your city.

9. What was the highest peak of Brotherhood membership?

10. Number of porters fired on account of the union.

11. Date of organization of the Ladies Auxiliary.

12. Was there a movement to organize porters prior to the Brotherhood?

13. Relation of white unions to the Brotherhood.

14. Number of cases involving porters won by the Brotherhood, and number lost.

15. Write four, or more, sketches of outstanding porter cases (won or lost) in your zone.

16. Sketch one, or more, cases of Brotherhood members who brought suits against the Brotherhood, indicating whether the case was won or lost.

17. Attitude of Negro press in your city to the Brotherhood.

18. Attitude of Negro church to the Brotherhood.

19. Attitude of Negro leaders in your city toward the Brotherhood.

20. Attitude of Negro members of local A.F.L. unions to the Brotherhood.

21. Effect of the A.F.L. federal local charter in enlisting porters as members.

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607

T. D. McNEAL
International Vice President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

BROTHERHOOD of SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

517 CASTLE BUILDING
1410 STANLEY STREET
MONTREAL 110, QUEBEC
Phone: Victor 5-9791

WILLIAM H. BOWE
International Secretary-Treasurer

B. F. McLAURIN
Eastern Zone Supervisor
103 East 125th Street - Suite 710
New York, N. Y. 10035

A. R. BLANCHETTE
International Field Representative
Dominion of Canada
Montreal, Canada

November 2, 1970

A. Philip Randolph, Esq.
260 Park Avenue South
New York, N.Y. 10010

Dear Brother Randolph:

This will acknowledge receipt of your letter of October 14, 1970, with the enclosed list of questions which you would like me to answer for your use in the development of the history of the Union.

I shall be most happy to cooperate with you as requested, but must point out that not only is research abundantly needed in this regard, but also since my most competent secretary resigned on October 9th, and I have since been instructed by International President Dellums not to replace her, it regretably will be quite a while indeed before I may be in a position to furnish you with same.

May I request you kindly to enlighten me as to the "deadline" for your receipt of the aforementioned.

Warmest personal regards to you.

Fraternally yours,

A.R. Blanchette
International Field Representative

ARB:lg

Printed in U.S.A.

November 18, 1970

Mr. A. R. Blanchette
International Representative, BSCP
1410 Stanley Street
Montreal 110, Quebec

Dear Brother Blanchette:

Thank you for your letter of November 2 which referred to my list of questions concerning the history of the Brotherhood.

Relative to your question concerning a deadline, may I say that there is no deadline and I will be glad to receive the material whenever convenient.

Fraternally yours,

A. Philip Randolph

McNeal.

[1943]

A. Philip Randolph
International President
217 West 125th Street
New York City

Milton P. Webster
1st International Vice-President
4231 South Michigan Avenue
Chicago, Illinois

Bennie Smith
2nd International Vice-President
2611-13 Michigan Avenue
Detroit, Michigan

BROTHERHOOD of SLEEPING CAR PORTERS
Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the A. F. of L.
SOUTHWEST ZONE HEADQUARTERS
T. D. McNeal, International Field Organizer
413-14-15-16 Peoples Finance Bldg.
11 N. Jefferson Street
St. Louis, Missouri
Franklin 0033
440

Ashley L. Totten
International Secretary-Treasurer
217 West 125th Street
New York City

E. J. Bradley
3rd International Vice-President

C. L. Dellums
4th International Vice-President
1716 Seventh Street
Oakland, California

Dear Chief:

Just a word to explain my absence at the "Save FEPC Conference" held at Washington last week.

The local March Committee was financially unable to send a delegation to the conference. It was then mutually decided that each of several organizations would defray the expense of a delegate. Our Brotherhood local had sufficient excess funds to defray the expenses of one delegate. It was decided that I would use these local funds.

When the plans were all set Brother Bradley had another of his domestic arguments and decided that he wanted to go to Washington. He wired Brother Totten for funds and received a reply from you - to the effect that he should not come. Brother Bradley then decided to use the local funds instead of permitting ~~im~~ me to do so. I have no criticism to offer in connection with this - as President of the local, he had the right to go.

However, most of the other St. Louis delegates (including Leyton Weston of the Dining Car Employes, N. A. Sweet of the St. Louis American, David Grant of the Elks and Sidney Redmond of the NAACP) cancelled their reservations when they learned that I was not going. Unfortunately, I had been the one who talked them into the notion of making the trip and when I couldn't go they used this as an excuse saying "If this thing isn't important enough for McNeal to drop his work and go, then we will stay too." I couldn't very well tell them that I couldn't go because of a lack of funds, particularly in view of the fact that Brother Bradley had told most of them that the organization was sending me.

All in all no harm was done. I merely want you to know that St. Louis would have been represented in larger numbers had it not been for the fact that I made the mistake of telling the fellows that I would head the delegation.

We are opening up on the local Public Utilities this week. The first company to be tackled will be the telephone people - to be followed by fights with the Gas, Electric and Street Car companies.

Fraternally,

Mac.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

19

MR. T. D. MCNEAL, INTERNATIONAL FIELD ORGANIZER

Care of or Apt. No. BROTHERHOOD OF SLEEPING CAR PORTERS

Street and No. 23 NORTH JEFFERSON STREET

Place ST. LOUIS, MISSOURI

RECEIVED WORD FROM MEDIATION BOARD THAT ELECTION ON MISSOURI PACIFIC MAY [illegible] IN [illegible] DATE. ADVISE YOU TO GET THE PORTERS AND [illegible] [illegible].

A. PHILIP RANDOLPH

Mr McNeal

[1943]

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT
217 WEST 125TH STREET
NEW YORK CITY

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS AND ATTENDANTS
AN INTERNATIONAL UNION
AFFILIATED WITH THE A. F. OF L.
SOUTHWEST ZONE HEADQUARTERS
T. D. McNEAL, INTERNATIONAL FIELD ORGANIZER
413-14-15-16 PEOPLES FINANCE BLDG.
11 N. JEFFERSON STREET
ST. LOUIS, MISSOURI
FRANKLIN 0033

440

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER
217 WEST 125TH STREET
NEW YORK CITY

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

Enroute -

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
217 W. 125th Street
New York, N. Y.

Dear Brother Randolph:

Just a word to advise that the conferences with the St. Louis Southwestern and the International Great Northern Railroads were held as scheduled and that I am now enroute back North for the Missouri Pacific and Kansas City Southern conferences.

The conference with the St. Louis Southwestern at Tyler, Texas ended, of course, with a denial of our request for the 30¢ per hour increase. However, it was agreed to hold the negotiations in abeyance until the National settlement is reached - at which time conferences will be resumed with the view of negotiating to a conclusion. Mr. Post, in answer to a direct "off the record" question, stated that he will be agreeable to granting the train porters the same increase as may be granted other members of the operating crew. Enclosed herewith please find a copy of the letter furnished us and stating that the matter is being held open.

The conference with the International Great Northern was held with a Cracker named Proctor at Palestine. He denied our request and said that he was agreeable to holding the matter open. However, he refused to commit himself, even off the record, relative to granting the train porters the same increase as might be granted other operating employes. He raised the issue that there is no hourly rate established in the train porters agreement and stated that under Executive Order # 9299, issued Feb. 4th, no increase can be granted employes of railroads. I told him that we would proceed under the assumption that the President will be induced to change his mind. I will advise you further after talking with this man's boss, Mr. Roll of the Missouri Pacific Lines.

Kindly have Brother Totten send checks as follows to the two General Chairmen involved: Wm. Heintz, 708 E. Washington St. Jonesboro, Ark. $31.04, time lost and expenses. Wm. Fields, 516 Iowa St., San Antonio, Texas, $29.25, time lost and expenses.

Fraternally,

Mac.

Make checks and [illegible] to [illegible]
[illegible] & enclose in letters

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

Send the following message, subject to the terms on back hereof, which are hereby agreed to

To T. D. McNEAL 19

Care of or Apt. No. BROTHERHOOD OF SLEEPING CAR PORTERS

Street and No. 11 NORTH JEFFERSON STREET

Place ST. LOUIS, MISSOURI

IN VIEW OF THE FACT RAILROAD HEARINGS CANCELLED BY MCNUTT ADVISE ST.LOUIS UNIT PICKET MANPOWER COMMISSION DAYS ON WHICH HEARINGS WERE TO BE HELD JANUARY 25 26 27 WITH APPROPRIATE BANNERS.

A. PHILIP RANDOLPH

McNeal

[1943]

BROTHERHOOD OF SLEEPING CAR PORTERS

COPY OF WESTERN UNION TELEGRAM

MR. T. D. McNEAL
[illegible] NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

RECEIVED FOLLOWING LETTER FROM MISSOURI PACIFIC LINES [illegible] WOULD COMPLY WITH IT WITH REFERENCE TO OUR LETTER OF JULY 22 WHICH ACKNOWLEDGED RECEIPT OF YOURS JULY 14 IN CONNECTION WITH REQUEST OF REVISION OF RULES AFFECTING WORKING CONDITIONS AND RATES OF PAY OF PASSENGER TRAIN PORTERS. IN GOING OVER THIS PROPOSED REVISION WE FAIL TO FIND SHEET #6 THEREIN COVERING RULES #17 TO 21 INCLUSIVE WILL YOU KINDLY LET US HAVE SHEET #6 TO COMPLETE THE REVISED PROPOSED AGREEMENT AT AN EARLY DATE

E. B. ROLL

A. PHILIP RANDOLPH

McNeal

[1943]

BROTHERHOOD OF SLEEPING CAR PORTERS

COPY OF
WESTERN UNION TELEGRAM

Mr. T. D. McNeal
11 North Jefferson Street
St. Louis, Missouri

Kindly send me statement you presented for draft deferment. Am seeking same consideration for McLaurin.

signed A. Philip Randolph

ASA PHILIP RANDOLPH

SUBJECT FILE BROTHERHOOD OF SLEEPING
CAR PORTERS

CORRESPONDENCE

Miscellaneous

1925-75

APR
Personal

S. N. O-193.

Monday- Dec-21-1925.

The enclosed card is an invitation to the meeting of The Woman's Forum, which Mr. Randolph addressed Sunday afternoon at 3 o'clock. This was a sort of "Pink Tea Parlor Social affair." and was held at the home of Mrs. Ida Wells Barnett.

Mrs. Barnett is a woman of perhaps 55 or 60 years and is recognized as one of the most outstanding women of The Race. She toured Europe some years ago and created quite a furore through her lectures on the grievances of Negro Americans.

In opening the meeting composed of 25 persons, mostly women, Mrs. Barnett said: "Inasmuch as we have heard so much propaganda directed against the organization of which our distinguished speaker is the head and being unable to find anything in our press favorable to this movement, I am frank to state that our curiosity became aroused."

"It is therefore, through a desire to hear the other side of the case that we have invited, Mr. A. Phillip Randolph to address us on this occasion."

Following his usual procedure the speaker, gave a brief outline of the organization its, aims and purposes. His remarks were received with enthusiasm and when he had finished one of the ladies asked: "What can The Woman's Forum do to help this great movement?"

As a result of this question The Forum went on record as endorsing The Brotherhood.

This organization I may say, is made up of Teachers, Business and Professional Women whose purpose is to study and discuss the important questions of the day and their relation to our particular group.

Mrs. Barnett said among other things that she had made an effort to have this meeting at The Appomatox Club.

She stated she was surprised to find the opposition which she had met with. "Why!" she continued "they told me We can't afford to have Mr. Randolph speak here, because of the fact that many of the men who are opposing him, are members here and it would embarrass them with The Pullman Company." She added! "I can hardly conceive of Negro Leaders taking such a narrow and selfish view of such vital problems affecting the Race."

Mr. Randolph speaking tonight (Sunday) before The Metropolitan Community Forum to an audience of more than 500, spoke on the subject: — "Industrial Democracy and The Negro."

Beginning with the organization of government, he traced the world's progress down to the present showing how political and industrial groups have perfected organization.

The Workers he said taking their cue from the employing group have had to organize for their own protection, until today they have become a power to reckon with. He said:- "The negro in entering the field of industrialism cannot afford to ignore or antagonize five millions of his organized fellow workers."

He then sought to show that while The Brotherhood of Sleeping Porters has the moral support of white organized labor, they are absolutely independent, without any affiliations, whatever. For the first time in the history of America Representatives of The Big four Brotherhoods and The American Federation of Labor spoke from the same platform in Washington D. C. at the Brotherhood of Sleeping car Porters Meeting a thing which Samuel Gompers had been trying to bring about for years."

I watched the audience very closely to note what effect his remarks concerning the Negro Press would have upon them. Speaking of the Defender he said:- "I believe Mr. Abbott's heart is all right but his head is wrong." concerning the Whip he spoke. Nobody expected any more of its Editors, for, years ago Bibb was very outspoken in behalf of the Porters organizing, when all of a sudden he made a right face about. While the Heebie Jeebies is not even worth considering, for it offers nothing constructive towards the uplift of our racial group."

References to each of these publications brought forth tumultuous applause. Mr. Randolph had stated this would be his day in court and he certainly kept his word.

When he finished speaking, those on the platform gathered around to shake his hand and Dr. Cook spoke briefly upon "his eloquence and his use of the kings english, likening him to Wendell Phillips, Lloyd Garrison and Frederick Douglass in their zeal for the Abolition Movement.

At the close of the meeting, practically one third of the audience rushed to the platform to shake his hand.

Lawrence - Post
842

Eve-Star - City Editor

Herald & Post - A. M

Times afternoons

Brooks Hotel - 8th [illegible] N.E.
Maxwell Dormitory
51 - Mass. Ave

WESTERN UNION

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its character is indicated by a symbol in the check or in the address.

NEWCOMB CARLTON, PRESIDENT
J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS	
BLUE	Day Letter
NITE	Night Message
NL	Night Letter
LCO	Deferred
CLT	Cable Letter
WLT	Week End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at Chamber of Commerce Bldg., Cor. 7th Ave. & Smithfield St., Pittsburgh, Pa.

NC654 21 NEWYORK NY 10 612P 1927 JAN 10 PM 6 19

VANN
ROBERT L BANN.
518 FOURTH AVE PITTSBURGH PENN.

KINDLY WRITE STRONG EDITORIAL AGAINST DISCHARGES OF PORTERS BY COMPANY BECAUSE OF SUPPOSED CONNECTION WITH UNION THIS WILL HELP US GREATLY.

A PHILLIP RANDOLPH.

Show crusading spirit

[illegible]

Egyptians, handle
laying rails +
crossties – shoveling
dirt and throwing dirt
on flat railway
cars

THE FOLLOWING DOCUMENT IS A PHOTOCOPY.

THE ORIGINAL IS NOT IN THE A. PHILIP RANDOLPH COLLECTION AT

THE LIBRARY OF CONGRESS

Telephone : EDGecombe 2323
2324

BROTHERHOOD OF
Sleeping Car Porters
Headquarters:
2311 SEVENTH AVENUE
NEW YORK, N. Y.

General Organizer
A. PHILIP RANDOLPH
Assistant General Organizer
W. H. DES VERNEY
Assistant General Organizer
A. L. TOTTEN

Secretary-Treasurer
ROY LANCASTER
Special Organizer
FRANK R. CROSSWAITH
Field Representative
S. E. GRAIN

CHICAGO DIVISION
224 E. Pershing Rd

File

August 3, 1927.

Mr. Roy Lancaster,
2311 - 7th Avenue,
New York, N.Y.

Dear Roy:

Am glad you like the General Order on Action for the Organizers and the ~~company~~ accompanying letter. I want the letter read by the Organizers in the various meetings they hold, it need not be printed, but merely copies put into the hands of the Organizers. I have sent this letter to them.

I think your observation on Omaha and brother Smith is quite sound, it would be impracticable to have him leave Omaha before he has reestablished a satisfactory condition there, which I think will take him quite sometime, fully a month or more.

On the matter of Pittsburg, I would like to have you send me a list of all the members so that I may send them a personal letter presenting the point of view suggested by yourself, which I think is a very good one. I wish you would write Mrs. Jones of the Pittsburg Courier and find out just what has been done by her. It might be well too, to inquire as to what she expects in remuneration and definitely state just what can be done under the present circumstances, inasmuch as we are not getting any returns from Pittsburg. She is a very good woman and can do some effective work, and of course we need someone to stir up the men, however, we want them to realize that they must show the desire to have an Organizer there and a disposition to finance his work.

OUR GOAL: More wages; better hours; better working conditions; pay for overtime; pay for "preparation" time; abolition of "doubling out," conductor's pay for conductor's work when in charge and manhood rights.

R.L. #2

August 3, 1927

On the matter of Baltimore and Philadelphia, we can have brother Des Verney cover these points and he can use his judgment as to the time he should spend at each one. I have met one or two Baltimore men here and they claim that they have ninety or more men there. However, if it is unnecessary to spend more than two or three days, why then it is well that we don't. Washington, as you suggest, will be a splendid center from which he can work. I think all the Organizers ought to do well on the "field" now because they have good talking points inasmuch as we have Mediation actually going on. If they are unable to produce now, why, they will never be able to produce, because the spirit of the men is high everywhere.

Brother Totten wants to come to New York to visit his people, but I have suggested that he defer that visit since we need him to strike hard now, while the iron is hot and enthusiasm is high. Totten is a hard worker and will certainly get results. I have planned for him to leave Kansas City so soon as he has gotten the affairs of the Organization there in shape.

Relative to Kadala's trip, I think the plan worked out by Schuyler a very good one; I have written you on the details of same. I hope you will hit hard on the meetings now in New York as I feel they ought to be a huge success if enough energy is put behind them. I would get the cooperation of the Intercollegiate Association from Mrs. Louise Jackson Johnson and Miss McDonald, Schuyler knows Miss McDonald. She is quite an active young woman. I would also enlist the moving spirits down town, get in touch with Stolberg and get some ideas from him on the matter. The Unions ought to rally splendidly, if lined up properly. I think, as you say, Schuyler will make the best man to handle the whole affair because he has push and pep and he won't let any grass grow under his feet. Now if Schuyler takes up the matter, it would be well for you to get somebody to handle Schulyer's work and Harris is the best person.- I wonder if you can get him now?

I am returning the check for maintenance since I am getting maintenance from brother Webster and want to keep the records simplified. I think it is well for me to return the

August 3, 1927.

check to you.

The situation in St. Louis is quite discouraging. I am writing brother Bradley for a list of his members so that I may send them a personal letter it may serve to stimulate them greatly. I thought that Totten was going to stop off in St. Louis but he writes me that provisions were not made for him covering St. Louis in his itinerary. I will inform brother Bradley unless some improvement can be made in the production, we will be compelled to close the office there. It is unfortunate that he has been unable to do better, St. Louis being such a large district.

Kindly send me the names of the committee on Strategy so that I may write them a letter. Again may I urge you to do your utmost to make the Anniversary meeting a success as we can't afford to have a meeting on such a significant occasion small. I would send out letters to all of the members and impress upon them the necessity of their being present, since some information will be given out. I will be sure to have a message for you. I have written Comrade Crosswaith about working up a grand program.

Everything goes splendidly forward.

Fraternally yours,

Phil

APR:MS

A. Philip Randolph,
GENERAL ORGANIZER.

September 30, 1941

Miss Jenny Pemberton
217 West 125th Street
New York City

Dear Miss Pemberton:

I hope everything is going along well. Whenever you want to reach me inquire of my address from Mrs. Facey. Keep me informed about the condition of Brother Totten. I am sure everything will move along allright. You can consult with Brother Patterson from time to time on various matters.

I want to advise that you not purchase anything except those things that are absolutely necessary for the operation of the office.

I hope you and your family are well.

Sincerely yours,

A. Philip Randolph
International President

APR:fw

October 1, 1941

Miss Jenny Pemberton
217 West 125th Street
New York City

Dear Miss Pemberton:

Kindly give my salary checks each first and fifteenth to Mrs. Facey so she may send them to me.

If anything occurs that is unusual kindly let me know about it so I may advise you. Of course, you can consult with Brother Patterson and Brother Totten from day to day. I am confident that everything will move along allright.

Sincerely yours,

A. Philip Randolph
International President

APR:fw

Pemberton

October 3, 1941

Miss Jennie Pemberton
217 West 125th Street
New York, New York

Dear Miss Pemberton:

Send Brother Webster's and my salary checks a few days ahead of time for use. You can give mine to Mrs. Facey and she will mail it to me. We will be at the Coast Hotel at Seattle, Washington from October 5th to the 17th if you want to get in touch with me about anything. I understand that Brother Totten is doing well.

I wish you would send me the cost of gas, garage bill, repairs and up-keep of the Brotherhood's car over a period of about six months, at your earliest convenience.

I want you to fill out this questionnaire concerning Mr. Brana according to the records in the office and send it to me and I will sign it and return it.

You are carrying on affairs quite satisfactorily.

Sincerely yours,

A. Philip Randolph,
International President

APR:ft
Enclosure

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
2611-13 MICHIGAN AVENUE
DETROIT, MICHIGAN

BROTHERHOOD of SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS & ATTENDANTS
AN INTERNATIONAL UNION
AFFILIATED WITH THE A. F. OF L.
217 WEST 125TH STREET
(ROOM 301)
NEW YORK CITY
MO 2-5080-1
NIGHTS, SUNDAYS AND HOLIDAYS
UNIVERSITY 4-8262

ASHLEY L. TOTTEN
INTERNATIONAL SECRETARY-TREASURER

E. J. BRADLEY
3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

Pembleton

October 3, 1941

10/12/41

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
4231 South Michigan Avenue
Chicago, Illinois

My Dear Brother Randolph:

This is in answer to both of your letters. Everything is moving along smoothly. Nothing unusual has happened, we are just doing our regular routine work.

I report daily to Mr. Patterson and have made my regular weekly deposits on the Brotherhood and Firemen Accounts. I have only purchased the necessary supplies for the office and have had trouble with the delivery of the supplies because of the fact that we have now a ten percent excise tax and still the regular City tax. It is very hard to get any office supplies immediately due to the Defense Program.

Mr. Totten is feeling as well as can be expected. He is looking better than he has looked for quite some time. He is very satisfied with the treatment in the Hospital and does not seem to be a bit lonesome because there are eight nurses parading back and forth daily. He has answered quite a bit of his mail himself and is catching up on reading which he has not done for ages. I have continued to make my daily visits to the hospital and have informed him of all financial matters. He expects to be operated on on Saturday morning, October 4th. Dr. Granady and Dr. Wilson one of his friends from the Virgin Islands will be in the operating room that morning. He is in very good spirits as to his operation and I think that everything will be all right.

I received my bank statements on the Brotherhood Checking Account and we have a total of $15,670.96 as of September 30th, and on our Savings Account we have $3,676.92 to date. For our Firemen's Account we have $1,783.50 to date and our Special Railroad Retirement Tax Fund Account we have $1,025.43. On the whole I think the Brotherhood financial status is bearing up well.

I will give Miss Facey your salary checks as per your instructions.

I have sent report books to most of the representatives of the Firemen and if there are any more supplies to be sent kindly instruct me and I will try to take care of them as soon as possible.

Fraternally yours,

Eugenia I. Pemberton

Eugenia I. Pemberton

EIP:EQS

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
4231 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

BENNIE SMITH
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NIGHTS, SUNDAYS AND HOLIDAYS
UNIVERSITY 4-8262
440

ASHLEY L. TOTTEN
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3RD INTERNATIONAL VICE-PRESIDENT
11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

Pemberton

October 9, 1941

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
The Coast Hotel
Seattle, Washington

My Dear Brother Randolph;

I have been going up to see Mr. Totten daily. Mr. Patterson has told me that he has informed you of his successful operation. He is looking fine the only difficulty is that he has to stay in one position which is on his back. He is able to read his mail and is getting along fine. I think I can safely say that he is now out of the danger zone although his specialist has warned him that he will have to continue on a strict diet for the rest of his life.

You may drop him a line from time to time it will help to break the monotony.

I have given Miss Facey your check as per your instructions.

I am sending you inclosed forms for Mr. Brana's claim. Mr. Patterson has answered the questions and all you need do is to sign the answer sheet and also the form that was sent from the Railroad Retirement Board indicated by the arrow. I think when this is done it will straighten out the whole matter once and for all.

You will also find inclosed the expense sheet for the period, March to August of this year for the Brotherhood's car.

The regular work here in the office is running along smoothly.

I have sent out the report books and stamps that you have instructed me to send.

Fraternally yours,

Eugenie Pemberton

Eugenie Pemberton

EP:ES
ENC.

WESTERN UNION

CA198 25 NT=CHICAGO ILL 11

A PHILIP RANDOLPH=

217 WEST 125 ST NYK=

GRATIFIED AND RELIEVED READ OF SPINGARN MEDAL AND SCHOMBURG POLL HONORS. CONGRATULATIONS. HAPPY TO HAVE SHARED IN MARCH ON WASHINGTON MOVEMENT THUS VINDICATED BY RECOGNITION=

FRANCES TAYLOR MOSELEY.

SPINGARN.

161 West 140 Street
New York 30, N. Y.
February 21, 1946

A. Philip Randolph
217 West 125 Street
New York 27, N. Y.

Dear Mr. Randolph;

May I call your attention to the fact that on Southern Train #36 enroute from Atlanta to New York Tuesday February 19, 1946.

The car we were riding in was and old depopulate car leaking in windows over head through the ceiling and every where, the passengers were putting down paper every where they could trying to keep out the water. Most of the passengers had to move from one place to another trying to find a dry place to ride.

One of the passengers has contracted a cold from it and had to see the doctor.

I have solicited some names as follows:

Mrs. P. M. Jones
Box 304
Liberty, Texas

Arthur Turner Jr.
712 Forsythe Street
Beonmont, Texas

Mrs. Virginia Coleman
2933 Pdge Avenue
Philadephia, Pa.

Miss Elaine Knight
1749 N. 13th Street
Philadephia, Pa.

Galain Gingham
1416 East 4th Street
New York, N. Y.

C. C. Davis
2666 eighth Avenue
New York, N. Y.

I will appreciate your immediate consideration.

Yours truly,
W. T. Diggs
W. T. Diggs

A. PHILIP RANDOLPH
INTERNATIONAL PRESIDENT

MILTON P. WEBSTER
1ST INTERNATIONAL VICE-PRESIDENT
3456-58 SOUTH STATE STREET
CHICAGO, ILLINOIS

BENNIE SMITH
2ND INTERNATIONAL VICE-PRESIDENT
1308 BROADWAY, ROOM 305
DETROIT, MICHIGAN

BROTHERHOOD
of
SLEEPING CAR PORTERS
TRAIN, CHAIR CAR, COACH PORTERS & ATTENDANTS
AN INTERNATIONAL UNION
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11 NORTH JEFFERSON STREET
ST. LOUIS, MISSOURI

C. L. DELLUMS
4TH INTERNATIONAL VICE-PRESIDENT
1716 SEVENTH STREET
OAKLAND, CALIFORNIA

March 5, 1946

Mrs. W. T. Diggs
161 West 140 Street
New York, 30, N. Y.

Dear Mrs. Diggs:

I note your letter of February 1st concerning the jim crow trip you were subjected to on Southern Train #36 enroute from Atlanta to New York Tuesday, February 19th. I assume this was the Southern Railroad System. I will write the Southern System protesting this policy but before doing so kindly let me know whether it was the Southern Railroad System.

I congratulate you upon your fine racial spirit and hope I may have a chat with you sometime in the near future.

Sincerely yours,

A Philip Randolph
A. Philip Randolph
International President

APR:ha
ociu 153

Pending
Miserable trip

Write Presidents

Good copy

March 5, 1946

Mrs. W. T. Diggs
161 West 140 Street
New York, 30, N. Y.

Dear Mrs. Diggs:

I note your letter of February 1st concerning the jim crow trip you were subjected to on Southern Train #36 enroute from Atlanta to New York Tuesday, February 19th. I assume this was the Southern Railroad System. I will write the Southern System protesting this policy but before doing so kindly let me know whether it was the Southern Railroad System.

I congratulate you upon your fine racial spirit and hope I may have a chat with you sometime in the near future.

Sincerely yours,

A. Philip Randolph
International President

APR:ha
ocin 158

mor
Letter of Pitt

March 16, 1946

Mrs. W. T. Diggs
161 West 140 Street
New York 30, New York

Dear Mrs. Diggs:

Find enclosed copy of letter which is self-explanatory.

Sincerely yours,

A. Philip Randolph
International President

APR:HB
enc.
c6in/153

March 16, 1946

Mr. Ernest Norris, President
Southern Railway System
Box 1808
Washington, D. C.

Dear Mr. Norris:

I was informed by a passenger who rode on Southern Train #36 en-route from Atlanta to New York, on February 19th, who complained that the car in which she rode was filthy and that it was leaking as the result of the rain, and that the trip was dreadfully uncomfortable. This is a colored citizen who feels that she has legitimate cause of action against your railway system, because of the right of each citizen of the United States to equality of treatment in interstate commerce.

She points out that the conductor preempts a seat for himself to spread out his paraphernalia, although there may be Negro passengers who are crowded and cannot get comfortable seats. The conductors do not carry on this practice in the white coaches, however.

I hope you will look into this matter and give it your careful attention. There is growing discontent among Negro passengers with the absolute reckless and indifferent, if not insulting, treatment they receive in the Jim-Crow cars, from the conductors, butcher boys and brakemen. I am certain you will agree that this does not agree with the United States Supreme Court ruling of equality of treatment in accomodations for all citizens, regardless of race or color.

Very truly yours,

A. Philip Randolph
International President

APR:RB

ccin/155

January 22, 1949
209 West 125th Street
New York City

Mr. A.Philip Randolph
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York City

Dear Mr. Randolph:

You may be interested in knowing that I have registered under the Reorganization Act of 1946 as a Congressional Lobbyist. I am certain that you are in a better position than I to elaborate on the difficult tasks the Brotherhood has confronted since 1925 for status.

Railroad men however, will be working to upset legislation that they themselves worked to have written into the original Railway Labor Act, of 1926 in order to break company unions.

For added prestige and position in the railroad industry, what are the possibilities of the Brotherhood sponsoring a lobbyist.

Respectfully,

Horace Carter
Ac. 2-7300

hc:

February 14, 1949

Mr. Horace Carter
200 West 125 Street
New York, N. Y.

Dear Mr. Carter,

In reply to your letter of January 22nd suggesting that the Brotherhood maintain a lobbyist in Washington, D. C. to protect the interest of railroad workers under the Railway Labor Act, may I say that the Brotherhood works through its Washington Division when it desires to push or oppose legislation as well as through the International office of the Brotherhood. Permit me to thank you for your suggestion.

Sincerely yours,

APR:ha

A. Philip Randolph
International President

FORT WORTH URBAN LEAGUE, INC.
FOR SOCIAL WORK AMONG NEGROES
411½ E. NINTH ST. PHONE 2-7718 FORT WORTH 3, TEXAS
~~GARLAND M. GARVEY, Executive Secretary~~

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Mr. G. W. Williams
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Mr. Melvin J. Miller
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FORT WORTH COUNCIL OF SOCIAL AGENCIES
FORT WORTH COMMUNITY CHEST
NATIONAL URBAN LEAGUE
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SERVICES
RESEARCH
COMMUNITY PLANNING
VOCATIONAL OPPORTUNITY
EDUCATION
▼
SERVICE SINCE 1945

July 7, 1949

Mr. A. Philip Randolph
International President
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York 27, New York.

Dear Mr. Randolph:

A particular incident that is important to me and is indirectly important to the Negro's fight for equality centers around one of your Brotherhood men, Mr. Burwell of Jacksonville, Florida .

l had planned to leave Atlanta , Georgia, on June 30, on an Urban League assignment. Although a Pullman ticket was purchased, the city and station ticket agents refused to give me a pullman seat. The entire cost of transportation had been cared for from the Fort Worth end. l understand that it is the custom in some southern areas to sell first class tickets to Negroes, then inform them they will have to ride in the Jim Crow coaches on the first class ticket.

For a week l tried to obtain a seat. Many red caps and a few pullman porters hesitated to give me information that would be helpful. Well, you know l am very persistent. The morning of my departure, June 30, l was at the station when my train arrived from Jacksonville . In some manner, l persuaded the red cap to take me down to the tracks before the gates were opened . That is where l saw a pullman supervisor, who informed me that the pullman conductor was upstairs, but he would be down in a few minutes; meanwhile the porters would take care of me. A very alert porter, who had not heard my conversation with the supervisor approached me immediately, when he observed the ticket in my hand. He escorted me into a pullman car and practically demanded that l sit in any vacant seat until he returned with the conductor. He assured me that l would have no trouble in his car. True enough, l had no trouble whatsoever. The conductors were highly respectful in manner and my trip was very comfortable.

July 7, 1949

This grand and fearless gentleman turned out to be Mr. Burwell, a Brotherhood official from Jacksonville. His service was of such high quality that I told him I was going to write a letter of appreciation to the Brotherhood Headquarters. I hope more of the Pullman Porters can catch this sort of spirit from Mr. Burwell. He was the only wedge in the door, and he did not hesitate to open it in the name of racial equality and human dignity.

Yours very truly,

Earlene D. Wright
Interim Executive Secretary

Enc:
EDW:t

BEST COPY AVAILABLE

DOCUMENT IS DAMAGED IN THE ORIGINAL

ml

September 7, 1948

Mr. [illegible] McGotry,
[illegible] 10th St., N.E.
Washington, D. C.

Dear Brother McGotry:

This will acknowledge receipt of your letter of August 19th informing me of the formation of an association of retired Brotherhood men. I note that said association is for the purpose of enabling the retired men to come together for good cheer. I can understand how the retired men can become lonely when they are separated from their fellow brothers. I cannot see any wrong with the idea of your developing such an association.

Fraternally yours,

A. Philip Randolph
International President

APR:BB

W

September 8, 1949

Miss Marlene D. Wright
Interim Executive Secretary
Fort Worth Urban League, Inc.
[illegible] East Ninth Street
Fort Worth 3, Texas

Dear Miss Wright:

Just a word to express my great appreciation for your fine letter and comments on the attitude and service of Mr. Burrell of Jacksonville, Florida, one of our stalwart and splendid Brotherhood members. I am indeed glad to know that he saw to it that you received not only good service, but courtesy and protection.

I am dropping him a line of appreciation for the good service he gave you.

Sincerely,

A. Philip Randolph
International President

APR:EB

JAMES ROOSEVELT

FOR GOVERNOR COMMITTEE . . .

TEMPORARY HEADQUARTERS
BROADWAY-ARCADE BLDG. ROOM 1111
LOS ANGELES, CALIFORNIA

J. RAY FILES, Chairman
MRS. GLAD HALL JONES, Secretary
O. S. WEIDE, Treasurer

R

November 23, 1949

Mr. A. Phillips Randolph, Chairman,
International Brotherhood of Pullman Porters,
c/o Mr. James White,
4006½ South Central Avenue,
Los Angeles, 11, California.

Dear Mr. Randolph:

It was brought to my attention by my good friend, John Ennis, that after making the trip all the way to the Brennan radio studio last week, you were unable to get in or seated. I deeply regret this real inconvenience.

The staff report to me that "things just got out of hand due to a much larger turnout than was expected." I am, of course, very sorry.

The kind expression of goodwill which you showed by your attendance is appreciated more than I can say. If I should have the honor to be elected, I will do my very best to serve in a way which will justify your faith.

Kind regards.

Sincerely,

Jimmy Roosevelt

JAMES ROOSEVELT

TREASURY DEPARTMENT
WASHINGTON

U.S. SAVINGS BONDS DIVISION

BUY AND HOLD UNITED STATES SAVINGS BONDS

November 20, 1950

Mr. A. Philip Randolph, President
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York, N. Y.

Dear Mr. Randolph:

You are one of the persons who have helped me to make whatever success I may have made of my work for the United States Treasury Department (Savings Bonds Division) during the last ten years. For that reason I feel able to take the liberty of introducing to you my successor as the head of this Section. I know that with the assistance of you and the few others to whom I am sending a similar letter, he will be able to make an even better success than that which you have helped me to achieve.

As I write this letter he is in my office, already investigated and certified by the proper Government authorities. Within a few days following the first of November, he will be the chief person in our Interracial Section. While I can be reached through the Savings Bonds Office here, any official communications which you would normally have addressed to me can be addressed to Mr. Lemuel L. Foster.

I can use this opportunity also to thank you and the many others who have stood by my work here, since I arrived at the Treasury in May 1941, nearly ten years ago. It has been people like you who in these ten years have caused the 15 million Negro citizens of the United States to make the highest thrift and savings record in their history. That is something which will redound to their credit through all the future years of their life in this country. In so doing, you have served not only your race but also your country. You have demonstrated the value of the American Negro as a citizen of the United States. You and others will be honored for that through all future years, and I am happy to have shared with you.

I shall still be looking on, with great interest, and anything which you may do to promote the success in this work of Lemuel L. Foster, I will regard as something done for me. In advance, I thank you with all my heart.

Very truly yours,

Wm Pickens

William Pickens
Retiring Director
Interracial Section

December 6, 1950

Mr. William Pickens, Retiring Director
Interracial Section
Treasury Department
Washington, D. C.

Dear Mr. Pickens:

Permit me to take this opportunity to congratulate you upon the great service you have rendered our great country in the United States Treasury Department (Savings Bonds Division) during the last ten years. Your fine personality, marked ability, fine scholarship and deep sense of patriotism made you eminently qualified to serve our country effectively. I was happy to have been able to cooperate with you in this important and valuable work. You have not only been a credit to yourself, but also to the fifteen or more millions of Negro citizens of our country.

May I wish for you continued health and happiness.

Sincerely yours,

A. Philip Randolph
International President

APR:RB

June 19, 1961

Mr. George Hunton
Interracial Review
20 Vesey Street
New York 7, New York

Dear George:

Find enclosed copy of letter sent to Sister Clair.

Sincerely yours,

A. Philip Randolph
International President

APR:BB
enc.

June 19, 1951

Sister Helen Clair, Superintendent
St. Francis Hospital
Charleston, West Virginia

Dear Sister Clair:

In the name of the officers and members of the Brotherhood of Sleeping Car Porters, I want to extend to you our sincere congratulations upon the fine Christian spirit you have shown in refusing to dismiss three Negro nurses because of their race, despite the fact that some twenty white nurses, almost the entire staff, walked out in protest against working with the three Negro nurses.

Such a position does not only fulfill the ideals and principles of Jesus Christ, but also gives strength, reality and integrity to the foreign policy of our country at a time when democracy is in deadly conflict for survival with the evil forces of Russian Communism.

Once again I want to express our great appreciation for the fine spirit of true brotherhood which your action reflects.

Sincerely yours,

A. Philip Randolph
International President

APR:RB

June 1, 1951

Mr. Hunton has called several times to speak to you about the release. He would appreciate it, if you feel so disposed, to write a letter of congratulations to the Hospital Staff for the position they have taken. He is sure it will have great meaning for them and reassure them.

He also suggests that if you do not hear from Cardinal Spellman concerning credentials for visiting the Pope within a week or ten days to give him a ring.

Miss Alves

Helen Clam
Supt. St. Francis Hospital

(This is a copy of the news story sent out this week by the National Catholic Welfare Conference News Service to all Catholic papers and magazines.)

INTERRACIAL REVIEW NEWS SERVICE
20 Vesey Street, New York 7, N.Y.

……

CATHOLIC HOSPITAL STANDS
FIRM ON RACIAL ISSUE DESPITE
WALKOUT OF WHITE NURSES

5/28/51 - N

CHARLESTON, W. Va., May 28 (NC) -- St. Francis Hospital here is standing firm on its position of refusing to dismiss three Negro nurses because of their race. Some 20 white nurses, almost the entire staff, walked out in protest against working with the three.

The Sisters of St. Joseph who operate the hospital have announced that as a Catholic institution it will continue to uphold Christian principles of charity and justice as well as the spirit of the United States constitution, and that they will not dismiss any nurse because of racial prejudice.

The three Negro nurses are all registered graduate nurses. One of them has been on the hospital staff for almost a year. Another has been on the staff for six months and the third for three weeks.

The walk-out came at a time when the 140-bed hospital was almost filled to capacity, after a meeting requested by the nurses. At the meeting the hospital administrator agreed to refer the matter to the institution's policy-forming body. It was at a later meeting of the Hospital Conference of Wheeling, the Sister of St. Joseph, and the nurses, that the hospital reaffirmed its position. The action of the striking nurses who demand dismissal of the Negro nurses before they will return to duty, has been condemned by the Nursing Association of West Virginia.

Within a few hours after the walk-out, six nursing Sisters and four lay nurses were brought here by plane from Catholic hospitals in Wheeling and Clarksburg, W. Va., but so far no permanent staff has been secured for the hospital.

4314 South Parkway
Apartment One
Chicago 15, Illinois
March 17th, 1952

Mr. Philip Randolph
International President,
of Sleeping Car Portors,
217 West 125th Street,
New York 27, New York

Dear Sir:-

I am writing you to find our if I may become a member of your Union. I am a Negro Brakeman out of Chicago, Illinois, on the C. R. I. P. R. R., and have been for thirty-two (32) years. The Brotherhood of Railroad Trainmen will not accept me in their Union because of my color.

There was once a large number of us, but they have all gone except about 4 or 5, and I am certain that they do not care to join any Union now because they will be ready to retire soon.

I have all papers in my possession since 1920. The terrible condition I have worked under for 32 years, and would like for you to see them. It is a shame!

If you could break this Color Bar in this all White Union, your name would go further down in History.

I praise the wonderful work you have done for the Portors and Colored Firemen thruout.

This B. of R. T., will represent me, but they will not take any Union dues. I have never had a hard case to come up against me to see just where I would stand for a real representative. If I can be accepted in your Union, I can mail you the facts on paper how I pleaded for my rights as any White Brakeman, but was denied by the B. of R. T., and the Rail Road Officials on account of my color.

Yours truly,

Frank Sims

FRANK SIMS

8

April 18, 1952

Mr. Frank Sims
4314 South Parkway
Apartment One
Chicago 15, Illinois

Dear Sir and Brother:

This will acknowledge receipt of your letter of March 17, 1952, in which you inform me of your status as a brakeman out of Chicago on the C&EI Railroad in which job you have worked for the last thirty-two years, and that you desire to become a member of the Brotherhood of Sleeping Car Porters.

I would be glad indeed to accept you as a member, but our organization cannot give you any special service and hence, I feel it would not be proper to accept your dues. You properly belong in the Brotherhood of Railroad Trainmen, but because of its color clause you are unable to join as a member. Thus, it is difficult to advise you what you should do, so far as becoming a member of a railroad union is concerned.

I note you say that the B.R.T. will represent you but will not take any union dues. I can understand this because of their jim crow policy. You may be assured that the Brotherhood of Sleeping Car Porters will continue to fight to break down this color bar in the Brotherhood of Railroad Trainmen and in all railroad unions of this country. I greatly regret that we are unable to accept you as a member.

Fraternally yours,

A. Philip Randolph
International President

APR:bw

August-3-1952
Gen Delivery
Philadelphia
Pa

Mr A. Philip Randolph"
Sir. please read This letter slow" Because What I am telling you Here Sir. Will help the Negro Race"

Mr Randolph" Inform all of your Pullman Porters Not to take a Spinal Test Dont take a Spinal Block Opration

over Please

(9)

Dont take a Spinal tap from
any Dorctor" In there
Backs

Mr Randolph Sir, There is
a New Kind of Radio—
active Sourm That the
Southern white Dorctors
Wont to injecte in Every
Negro Spinal Cord Back,

So they will Know What
the Negroes are Thinking
It is Thought Sourm"

Mr Randolph" Sir [illegible]

Have you every wondered
Why Colored Prize Fighters
Ray (Sugar) Robinson and
Joe Louis — Gave —
Away So much of there
Money — " Rember None
Of the White Fighting —
Champaions ever Gave
Away any of there" Money
There is a Reason for
This" ??? It will Shock
the Negro Race if they ever
Found out the truth "

Mr Randolph Sir " ↓

The White Man in New
York City behind all of the
Negro Fighters Trouble
And the Negroes of New
York" Is the man
That Run the Stork
Club" Mr Billinger

The Oklahoma Negro Hater

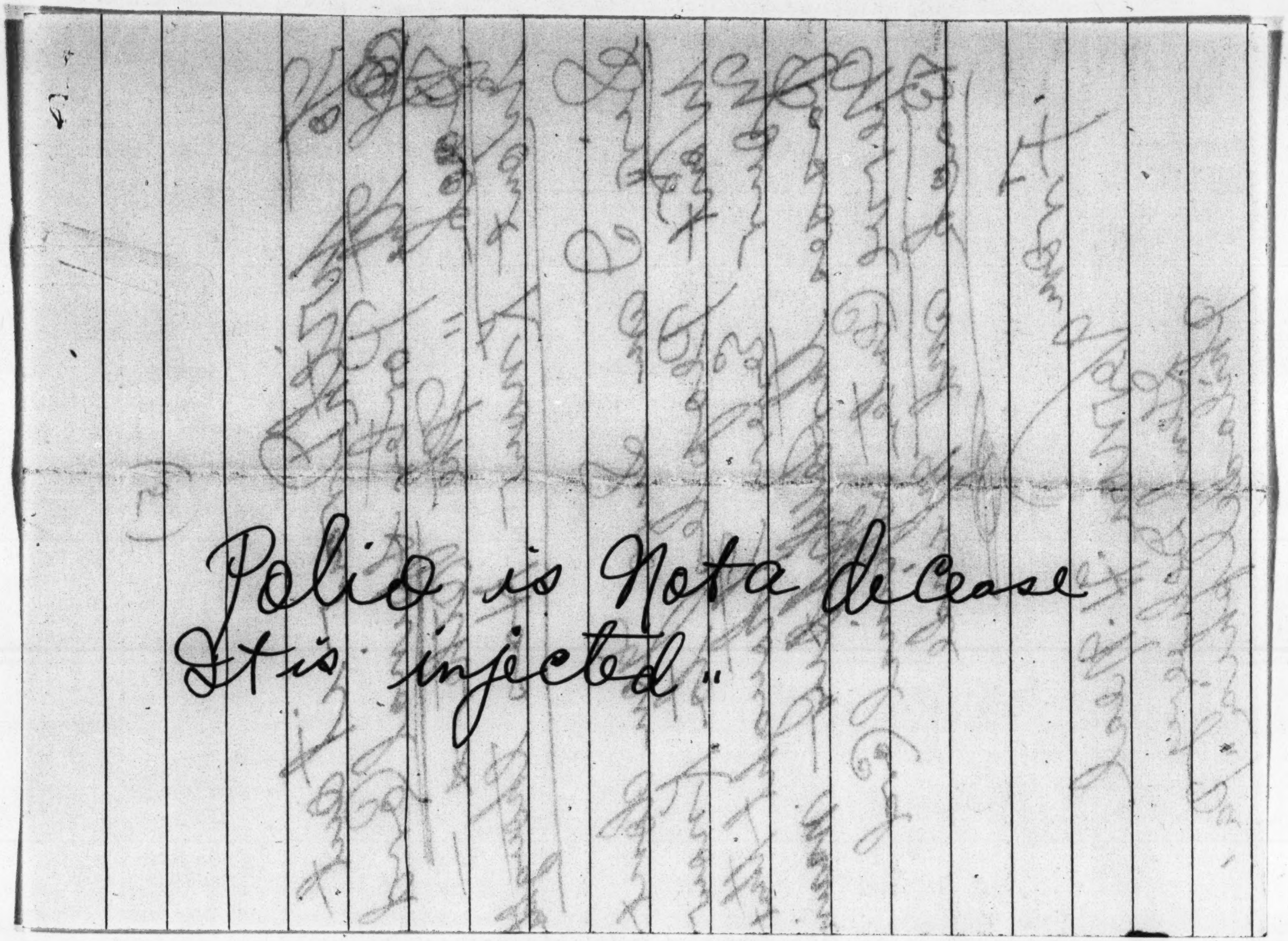
Sir" If any of your Pullman
Porters Have That Thought
Sown in there Spinal
Cord Back. Please Get
The Best Negro Dorctor
In New York — to [illegible]

(5)

To withDraw it out Of the Porter Spinal Cord Back " The Others — Wont Know Has thoughts

Sir, I am Sure You dont Wont Peoples to Know Your Every Thought that Passes [illegible] main Nerve Center Spinal Cord Back and Minde

From
Vernon H. Neal
Genl Delivery
Philadelphia. Pa.



Polio is Not a decease
It is injected.

December 13, 1955

Mr. H. L. Mitchell, President
National Agricultural Workers Union
2140 F Street, N. W.
Washington 7, D. C.

Dear Mitch:

This will acknowledge receipt of your letter of December 9, bearing upon our discussion of the question of some systematic job of comprehensive investigation and survey of the White Citizens Councils and other race supremacy organizations in the South be made at the earliest opportunity by yourself since you know both both the racial and the labor angles in which the trade union movement needs to be deeply interested if hope for success in the proposed organization drive is entertained.

Now, I note that you have $500 which can be applied to this project and that you can also secure an additional $500, practically immediately. I am writing a letter to all of the members of our International Executive Board concerning the Brotherhood contributing $500 to the project. I have already talked with seven of the members who represent a majority and they have agreed to my proposal that the Brotherhood make this contribution.

While at the convention of the AFL-CIO, I was only able to talk with one union, in the interest of this project and I expect that I will be able to get contributions from several, as a result of the letter I plan to send them forthwith. I plan to write Walter Reuther and Dave Dubinsky and Ed Miller of the Hotel and Restaurant Employees Alliance. We ought to be able to raise about $3,000 through this method which ought to come up to $4,000, with the $1,500 you will have as a result of the contribution of $500 from the Brotherhood. You may expect a check for $500 from the

Brotherhood next week.

May I suggest that you send me about twelve copies of the report on the rise of the White Citizens Councils in the South so soon as possible.

I note the program that you have outlined for the project and I think it is quite good.

Fraternally yours,

A. Philip Randolph
International President

C/

STATE OF NEW YORK
EXECUTIVE DEPARTMENT
STATE COMMISSION AGAINST DISCRIMINATION
270 BROADWAY, NEW YORK 7, N.Y.

ELMER A. CARTER
COMMISSIONER

June 13, 1956

Dear Phil:

I was glad to see you and talk with you the other night. I got a great kick out of presenting the scroll to you. I promised at that time to give you some information about the employment of Negro brakemen on the Pennsylvania Railroad.

The first Negro brakeman employed was Charles Morris, as the result of Commission action in November, 1953. Since that time, according to our latest report which is as of May 15, 1956, there have been 140 Negroes employed as brakemen by the Pennsylvania Railroad, 114 of whom were still in the service at that time.

Through the cooperative efforts of the New Jersey Commission and the New York Commission, Negroes have been admitted to membership in the following lodges of the Brotherhood of Railroad Trainmen:

Lodge 706	Jersey City	23 Negroes
Lodge 949	Newark	30 Negroes
Lodge 1056	Sunnyside (NY)	8 Negroes
Lodge 552	South Amboy	1 Negro.

I might say that the first Negro ever admitted to the Brotherhood of Railroad Trainmen was admitted as a result of action of the New York State Commission Against Discrimination in a complaint filed against the J. F. McGrath Lodge which at that time had jurisdiction over the stewards on the Pennsylvania Railroad; and in the final report which the Commission had following the closing of the cases all Negro stewards on the Pennsylvania Railroad had become members of that lodge. Whether or not they have kept up their membership, I cannot say.

Very sincerely yours,

EAC/y

Mr. A. Philip Randolph
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York, New York

JUN 14 REC'D.

June 25, 1956

Mr. Elmer A. Carter, Commissioner
State Commission Against Discrimination
270 Broadway
New York 7, New York

Dear Elmer:

Thank you for your letter of June 13, with information concerning the employment of Negroes as brakemen on the Pennsylvania Railroad in New York City.

I am glad to get this information; it shows that quite some progress has been made in the employment of Negroes as brakemen, north of the Mason-Dixon line. What has been done on the Pennsylvania Railroad, no doubt, is possible on other roads in this area. Let me congratulate you and the Commission on the splendid job it has done in the integration of Negroes in the operating department of the Pennsylvania Railway System.

May I say that I enjoyed having you present me with the citation from the Reveille Club, Saturday, June 9. I was quite delighted to see you there.

With every good wish, I am

Cordially,

A. Philip Randolph

R/W

CLASS OF SERVICE

This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

JULY 11 1956 =

MR. ARNOLD ARONSON =
SECRETARY LEADERSHIP CONFERENCE =
20 WEST 40 STREET =
NEW YORK N. Y.

YOU MAY INCLUDE THE BROTHERHOOD OF SLEEPING CAR PORTERS FOR ONE OF THE ENDORSERS OF THE PLATFORM PLANK ON CIVIL RIGHTS.

= A. PHILIP RANDOLPH =
INTERNATIONAL PRESIDENT = BROTHERHOOD OF SLEEPING CAR PORTERS.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

TELEPHONE 2106

Australian Railways Union

(Queensland Branch)

CENTRAL DISTRICT EXECUTIVE

ROOM 1
181 EAST STREET,
ROCKHAMPTON

IN REPLY PLEASE QUOTE
REFERENCE No. 57/211

18th September, 1957.

Mr. A. Philip Randolph, Int'l President,
Brotherhood of Sleeping Car Porters,
217 W. 125th St., Room 301,
New York 27. New York.

Dear Sir,

My Executive is desirous of contacting your organisation with a view to obtaining some advise as to the general conditions of employment of your members, as railwaymen, and which information would be of particular interest to our members here in this part of the globe.

We feel that any interchange of such particulars would be of mutual interest. With that in mind we are taking the liberty of giving you some details of the general "set up" in the Queensland Railways.

Unlike in your Country, the Railways in Queensland and all other States of this Commonwealth are owned by the Government, - each State having a separate system, - each under the control of separate Railways Commissioners.

Again, unlike your country with its uniform standard gauge throughout, Australia is in the unfortunate position of having no less than three different gauges over the various States Rail systems (4'8"; 5'2"; and 3'6"). (Queensland has a 3'6" gauge).

This as you will readily appreciate greatly hampers the transport of interstate Rail traffic, with necessary transhipping at the various State borders.

It appears we differ also from the U.S.A. in respect to our Wages system. As we know it, you folk operate on the basis of Employer - employee Wages Agreements, whereas we here have our Wages and working conditions determined by Arbitration Courts, composed (in the case of Queensland) of a Court Judge and lay members appointed by the Government (the latter usually persons with extensive experience in industrial relationships).

Though the Railways are Government controlled (through the Railways Commissioner) the Unions contend that there is room for much improvement in respect to general working conditions, though

..../2

of course, overall the standards of our members as employees are not less favourable than those in private industry.

The 40 hour week is now universal in this Country. In the Queensland Railways employees are paid overtime (almost always at time and a half rate) and there is also payment at time and a half for working Saturdays and Sundays. (Railway clerks work a 36¼ hour week ordinary).

Two weeks annual leave is granted, with up to three weeks where the employee has 15 years or more service.

Long Service leave is granted to employees with over 10 years service. 10 years - 2 months; 15 years - 3 months; and 25 years - 6 months.

In addition Retiring Allowance is payable to employees resigning or retired over 60 years of age on much the same basis as payment of Long Service Leave.

Sick leave is payable on the basis of one week on full pay and one week on half pay for each year of service, such leave being allowed to accummulate.

Free passes are granted to employees (and their wives and children) when the husband is travelling on holidays. In addition a privilege ticket at one quarter of the recognised fare is available to employees at any time.

It would appear that the Union "set up" in the U.S. Railways is somewhat similar to that operating out here (particularly in Queensland).

We have no less than 26 Unions having members in the Queensland Railways which have a Staff of some 29,000.

Our Union is the only All Grade or Industrial Union in the Queensland Railways, the other organisations operating on a grade or craft basis.

Unionism in this State of Queensland is compulsory, though with the recent change of Government this may alter as it is contrary to the policy of the Liberal Party (in office in the Commonwealth and some other State Parliaments) to have compulsory Unionism.

In the Queensland Railways Night work (between 8 p.m. and 6 a.m.) is paid for at an additional rate of 7d. per hour.

The majority of Rail Unions in Queensland are associated in what we call the Combined Railway Unions, possibly a somewhat similar form of organisation to your Railway Labour Executives' Association.

...../3

The Unions having members employed in the Queensland Railways are the following:-

Amalgamated Engineering Union
Architects, Engineers, Surveyors and Draughtsmen Association.
Builders Labourers Federation.
Australian Federated Union of Locomotive Enginemen.
A.R.U.
Australain Workers Union.
Blacksmiths' Society.
Boilermakers' Society.
Building Workers Industrial Union.
Electrical Trades Union.
Federated Clerks Union.
Federated Ironworkers Association.
Miscellaneous Workers Union.
Guards, Shunters and Conductors Association.
Painters and Decorators' Union.
Plumbers and Gasfitters Union.
Queensland Government Professional Officers Association.
Plasterers Union.
Maintenance Employees Union.
Station Masters' Association.
Traffic Employees' Union.
Railway Salaried Officers' Union.
Signalmens' Union.
Sheet Metal Workers Industrial Union.
Brick Layers Union.
Vehicle Builders Federation.

From reports we also appear to differ with the Trades Unions in your country in respect to our respective approach to Politics.

In this Country not only the Railway Unions but most other Unions as well are affiliated with the Australian Labour Party which is the only party to which Unions would be affiliated, as the A.L.P. is the Political Party recognised by the Unions and organised Working Class as really representative of our welfare.

It would take too much space to give you full details of the Trade Union - Labour Party history and relationships and to explain why, as we see it, that the A.L.P. is not always elected as the Government of the various States or the Commonwealth, at each election's.

The Australian Labour Party Government has just recently been defeated at the polls in this State after being continuously in office for 25 years.

...../4

4/.....

Trusting we have not wearied you with this long scribe and hoping that we might hear from you some time, and to be advised of something of the picture of the U.S. Railway man's conditions, and suck like.

Yours faithfully,

J Campbell

DISTRICT SECRETARY.
(J. Campbell)

OCT 25 REC'D

November 19, 1957

Reference No. 57/111

Mr. F. Campbell, District Secretary
Australian Railways Union
181 East Street
Rockhampton
Queensland, Australia

Dear Sir and Brother:

In reply to your letter of September 18, 1957, requesting information about the working conditions of our membership, I am herewith enclosing a copy of our last Agreement which will give you some of the information you seek.

I am very glad indeed to get your communication informing me of some of the problems of railway workers in your country and I hope to keep in contact with you from time to time.

With cordial good wishes, I am

Fraternally yours,

A. Philip Randolph
International President

APR/bw
Enc.

Copies—
C.D.Bruns
Pres.Geo.Meany
Ed.Schieberl

March 29, 1958

Bro. G.E.Leighty,Pres.
Railway Labor Executives' Assn.
3860 Lindell Blvd.,
St. Louis 8,Mo.

Dear Sir & Brother:

I am writing to call your attention to an article I wrote,published in the current March issue of Sheet Metal Workers Journal under the title: "Pensioners Can Be Militant Too!"" The original title was "Railroaders Have Model Retirees' Organization."

This article tells the story of the very successful Railroad Pensioners' Assn. of the Tri City Community. It tells of its inception,objectives and purposes,why organized,its numerous activities and how it has filled the needs of its membership in many ways.

I trust the reading of this article will impress upon you and your associate Labor Executives the dire need for similar retirees' organizations throughout the Nation. They are needed especially for the following reasons:

To keep retirees active and faithful members of their Unions.

To provide retirees with accurate information about their rights and priveleges under the retirement law,and, as retirees from the railroad industry.

To keep retirees active,doing and living.

To keep retirees organized in their several communities for political action.

To protect misinformed and uninformed retirees from bogus and "fly-by-night" pension groups.

Their are other reasons but these are the main ones.

Although,as I mentioned in the article,it would be unwise for our Unions to attempt to organize such groups,their organization should be encouraged. They are badly needed if for no other purpose than to assist local political action committees of the Unions. As we experienced in the Tri Cities,such groups would put into such committees,and provide these committees a good 75% of their "action."

I don't know whether your Assn. has any funds available for such purposes or not but I am suggesting that it would be well worthwhile for it to engage the services of Shieberl,the founder of the group,Appier,its present President,and myself, to interest retirees in special areas to organize. I spent considerable of my personal funds attempting to organize a group here,where such an one is really needed. This should be done this year,when political action groups will have to be busy. If interested,let me know and I will offer further suggestions. Fraternally,

Signed Leon R. Harris

LEON R. HARRIS
1124 W. 62ND ST.
LOS ANGELES 44, CALIF.
Phone PLeasant 3-1941

July 15, 1958

Mr. A. Philip Randolph
Suite 301,
217 W. 125th St.,
New York 27,N.Y.

Dear Bro. Randolph:-

Its been many years since I have addressed a letter to you personally and unofficially,-perhaps not since the days of the Crusader or Favorite magazines,(I forget which) to which we both contributed. I am sure you will understand the situation which prompted this letter and you are likewise in a position to assist.

I am enclosing copy of a letter I sent to Mr. Leighty suggesting that the Railway Labor Executives' Assn. encourage and support Retirees' associations similar to the Railroad Pensioners' Assn. of the Tri-City,Ill-Iowa community,which I helped organize,and publicized in an article I contributed to Sheet Metal Workers' Journal,March,'58 issue. I trust you have read the article and if not and if you cannot get a copy conveniently in N.Y.,let me know and I'll send you a copy. I am also sending copy of letter just written to Mr. Lyon inquiring about action,if any,taken at April meeting.

I don't know whether you are familiar with this matter or not. My suggestion,I know,was supported by Mr. Bruns of Sheet Metal Workers Assn.,which is my Union affiliation.

Being a Negro,I have a sneaky feeling that in some way the Race angle has entered into this proposition and that may be one reason why action has been delayed. Confidentially,for your enlightenment,this very successful and helpful local association is my brain-child. I wrote every word of its Constitution and By-Laws. I stayed in the background,serving only as secretary-treasurer,and did the dirty work,letting representatives of the "white unions",the Engineers,Firemen,Dispatchers,Clerks,Conductors and etc. do the leading,all of the talking for glory and honor and giving them all the credit for its growth and success. Not over two percent of this local Assn. is Negro membership.

Now,in offering my service to the RLEA to help get others organized,especially one here in L.A.,I propose to follow the same methods I followed originally in the Tri Cities. I will do the necessary work,behind the scenes as much as possible,and will find the leaders and pushers and officers in the other group. But I do not want the RLEA to let this thing die a-bornin.Its worth too much and is needed too badly for political action if nothing else. And why can't political action funds be used if they have none other? Hope you'll help my cause. Thanks for your reply. Sincerely,

Leon R. Harris

AUTHOR — *The Steel Makers*
Locomotive Puffs
I'm A Railroad Man

JUL 17 REC'D

Copy

LEON R. HARRIS
1124 W. 62ND ST.
LOS ANGELES 44, CALIF.

Phone PLeasant 3-1941

July 15, 1958

Mr. A. E. Lyon, Executive Sec.-Treas.
Railway Labor Executives' Assn.
401 3rd St., N.W.
Washington 1, D.C.

Dear Sir & Brother:

Under date of April 11th, 1958, a letter from Mr. G. E. Leighty informed me that a suggestion I made relative to organizing retired railway employes into local associations similar to the Tri-City Retirees' Assn. (Rock Island-Moline, Ill. and Davenport, Iowa) as publicized in an article I contributed to the March, 1958 Sheet Metal Workers' Journal, would be placed on the agenda of your Assn. for discussion at the April meeting.

Will you kindly inform me if this suggestion was discussed or given any consideration?

Fraternally,

Leon R. Harris

The Steel Makers
AUTHOR — *Locomotive Puffs*
I'm A Railroad Man

#

July 17, 1958

Mr. Leon R. Harris
1124 West 62nd Street
Los Angeles 44, California

Dear Brother Harris:

Just a word to thank you for your letter of July 15, 1958, informing me of your work for and in behalf of the Retirees' associations similar to the Railroad Pensioners' Association of the Tri-City, Ill.-Iowa community.

I note you comment on the article you wrote for the Sheet Metal Workers' Journal, March, 1958. It has not been my good fortune to have read this article. However, may I say that our own organization has gone on record to confine its interest, activity and support to the pension plan of the Railway Labor Executives' Association. Hence, I am bound by the policy of our movement and can not take any interest in or cooperate with any program concerning railway pensions except that which is put forward by the Railway Labor Executives' Association.

Thanks for the opportunity to read the clipping, which I am returning, on how Negroes live and work in Los Angeles.

Very truly yours,

A. Philip Randolph
International President

Incl: Clipping

APR:mcs

August 5, 1958

Mr. Walter M. Cook
Certified Public Accountant
174 State Street
Brooklyn 1, New York

Dear Walter:

Thank you for your letter of July 12, 1958. Pardon my delay in answering same but it was due to my absence from the city.

I need not tell you that I am deeply appreciative of your deep interest in the Brotherhood and your suggestions concerning some ways in which expansion of membership may be developed since there is a curtailment in railroad business and employment.

I note your reference to Chock Full of Nuts as a possible area in which the Brotherhood may develop new representation, and also your reference to the longshoreman field. I shall bring your suggestions to the attention of our International Executive Board for their study and consideration when we meet again.

It may be that Chock Full of Nuts offers a field for organization, although, it is now embroiled in some controversy concerning this question because of alleged opposition to any form of union organization by the management. However, I will look into it to see what problems are involved.

Relative to the longshoreman field, I doubt that we could enter this field inasmuch as the National Maritime Union, the International Longshoreman's Association and the Teamsters are attempting to develop a sort of coordinated movement to build stronger organization in this area even in defiance of the AFL-CIO.

However, I will look into this matter more deeply too so that I will be able to give the facts to our International Executive Board when we meet.

With cordial good wishes, I am

Sincerely,

A. Philip Randolph
International President

New South Wales Branch *Telegraphic Address: "Solidarity," Sydney.* *Phones: MX2595-6-7*
Box 117, P.O., Redfern.

AUSTRALIAN RAILWAYS UNION

IN YOUR REPLY PLEASE QUOTE REFERENCE NO.

LR/BT.

Transport House
199 Cleveland Street
Redfern, August 29, 1958.

Mr.A. Phillip Randolph,
International President,
Brotherhood of Sleeping Car Porters,
217 West 125th Street,
NEW YORK 27, N.Y.

Dear Sir and Brother:

I desire to thank you very sincerely for the letter that you have forwarded to me under date August 19, 1958. Although you have indicated that there is no special material which has been issued by your Brotherhood regarding this question of automation, I am very glad to know that you are putting us on your Mailing List.

You probably do not remember, but in the thirties during the period of the depression, I paid a short visit to your office and had a discussion with you.

Yours fraternally,

Lloyd Ross

LLOYD ROSS.

STATE SECRETARY.

SEP 2 RECD

CHICAGO OFFICE
11 SOUTH LASALLE STREET
STATE 2-7067

WASHINGTON OFFICE
1001 CONNECTICUT AVENUE
NATIONAL 8-1790

LABOR BUREAU OF MIDDLE WEST
O. DAVID ZIMRING, DIRECTOR

O. DAVID ZIMRING
ELI L. OLIVER

BERNARD CUSHMAN
HANS J. LEHMANN
JUSTUS R. MOLL
WINFIELD M. HOMER
I. J. GROMFINE
MARTIN J. BURNS
HERMAN STERNSTEIN

Washington, D. C.
August 29, 1958

Mr. A. Philip Randolph, International President
Brotherhood of Sleeping Car Porters
217 West 125th Street, Room 301
New York 27, New York

Dear President Randolph:

This will acknowledge receipt of your letter of August 25, relative to the negotiation of an agreement covering sleeping car porters employed on the New York Central Railroad.

I will be very glad to undertake the study you suggest, and I look forward to discussing the problem with you. However, I am to be out of Washington until about September 15. A letter addressed to me here will be forwarded. I would be glad to meet you either in New York, or if you are to be in Chicago around September 15, we might get together there.

With best personal regards, I am

Sincerely yours,

E. L. Oliver

ELO/fc

SEP 2 REC'D

September 3, 1958

Mr. E. L. Oliver
1001 Connecticut Avenue, N. W.
Washington, D. C.

Dear Mr. Oliver:

Thank you for your letter of August 29, 1958 indicating your interest in developing a study or brief for the Brotherhood of Sleeping Car Porters in connection with the efforts of the Organization to re-establish the wage rates, fringe benefits and working conditions on the New York Central Railroad for the porters, attendants and bus boys who are now employed on this road as a result of the transfer of sleeping cars from the Pullman Company to this carrier.

The representation election to determine the bargaining agent for these employees will, no doubt, be started around the middle of October and thus, we will need to be armed with economic material and arguments in support of our wage rates so soon as we get a conference with the New York Central management for the negotiation of an agreement.

We would like to have you sit in the conference to present and handle our case while we are dealing with this specific question of wage rates.

In order that you may be able to begin work on this matter as soon as possible, I am requesting M. P. Webster, First International Vice President, who is located at 3947 Drexel Boulevard, Chicago, Illinois, to get in touch with you while you are in Chicago to supply you with material and to discuss the question in some detail with you in order that you may know what the problem is.

May I express my appreciation for your interest in providing us with your professional services in this matter and you may let me know what your fee will be and how you wish it to be paid.

With cordial good wishes, I am

Sincerely yours,

A. Philip Randolph
International President

APR/b
cc: M. P. Webster

April 27, 1959

Mr. Emanuel Muravchik
Jewish Labor Committee
25 East 78 Street
New York, New York

Dear Manny:

Just a word to say that because it may be impossible for me to make the meeting for the opening of the William Green Human Relations Library, April 20, at which George Meany will speak, I wish to send the enclosed message.

Fraternally yours,

A. Philip Randolph
International President

Enc.

April 17, 1959

Congratulations upon the fine, cultural labor enterprise represented in the William Green Human Relations Library.

This will serve as one of the institutions for sound workers' education which will not only be an asset to labor but a manifestation of labor's great gifts to our democratic society.

At a time when Russian and Chinese communism are seeking to conquer the world, it is well that labor build its fortresses of human liberty and human dignity in the minds and hearts of the workers in particular, and the people in general, to help democracy maintain its traditions, values and principles.

Fraternally yours,

A. Philip Randolph

JLC
JEWISH LABOR COMMITTEE

ATRAN CENTER FOR JEWISH CULTURE
25 EAST 78th STREET • NEW YORK 21, N. Y. • LEHIGH 5-3700

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EPHIM JESHURIN
BENJAMIN KAPLAN
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MAY VLADECK-BROMBERG
OSSIP WALINSKY
MEYER WEINSTEIN
WILLIAM WOLPERT
MAX ZARITSKY
CHARLES ZIMMERMAN
JACOB T. ZUKERMAN

April 24, 1959

Mr. A. Philip Randolph, President
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York 27, New York

Dear Phil:

Thank you so much for your excellent message of greeting to the William Green Human Relations Library opening. Adolph Held read it to the assemblage. (Incidentally, it was the only message of the many received that that was read.)

We are really sorry you were not able to be there. It would have added somthing to the gathering. As it was, we had a very large turnout and all in all a very satisfactory affair.

We do hope that with the help of yourself and others who have pioneered in the labor civil rights field we will be able to collect the kinds of materials, publications, documents and historic records which will make this library and archive a real contribution to the field of civil rights work with the trade union movement.

Warmest greetings, as ever.

Fraternally yours,

Manny

Emanuel Muravchik
National Field Director

EM:gs
oeiu-153

APR 27 REC'D

ISIDORE AXELROD, Cleveland
HARRY BERGER, Philadelphia
JOSEPH BERNSTEIN, Detroit
MORRIS BIALIS, Chicago
PHILIP BLOCK, Boston
J. A. CHERNIAK, Winnipeg
HARRY DORDICK, Philadelphia
JOSEPH DUNTOV, Miami
DOROTHY DWORKIN, Toronto
JACOB EDELMAN, Baltimore
MAX FEDERMAN, Toronto
JOSEPH GREENFIELD, Boston
NICHOLAS KIRTZMAN, Cleveland
ABRAHAM KIRZNER, Toronto
DR. SHMARYA KLEINMAN, Detroit
PHILIP KRAMER, Boston
TEVYA MAISEL, Mexico City
NATHAN MALYN, Pittsburgh
MICHAEL MERLIN, Atlanta
LOUIS ORLIKOW, Winnipeg
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SAMUEL OTTO, Los Angeles
MORRIS POLIN, Chicago
HYMAN A. REIFF, Montreal
WILLIAM ROSS, Philadelphia
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ARTHUR SCHECHTER, Grand Rapids
DAVID SCHIER, Chicago
JOSEPH SCHWARTZ, Philadelphia
MAX SEGAL, Philadelphia
BERNARD SHANE, Montreal
JACOB SIEGEL, Chicago
MAURICE SILCOFF, Montreal
SIDNEY STARK, Pittsburgh
ISIDORE STENZOR, Los Angeles
BESS TOPOLSKY, Pittsburgh
MEYER WEINTRAUB, Los Angeles
SAMUEL WEISBERG, Cleveland
MAX WOHL, Cleveland
JOSEPH WOLMAN, Baltimore
JOSEPH ZACHARIAS, Mexico City

393

April 28, 1959

Mr. Emanuel Muravchik
National Field Director
Jewish Labor Committee
25 East 78th Street
New York 21, N. Y.

Dear Manny:

Thank you for your letter of April 24, 1959 informing me of the splendid meeting held upon the occasion of the opening of the William Green Human Relations Library.

I am glad to know that the affair was highly gratifying.

I agree with you that this institution can serve the labor movement greatly by being the depository of bona fide documents of labor.

With cordial good wishes, I am

Fraternally yours,

A. Philip Randolph
International President

APR/b

May 4, 1962

Most Reverend Joseph F. Rummel
Archbishop of New Orleans
2809 South Carrollton Avenue
New Orleans 18, Louisiana

Your Excellency:

Permit me to express, on behalf of the officers and members of the Brotherhood of Sleeping Car Porters and the Negro American Labor Council, our sincere appreciation for your courageous and deeply Christian pronouncement for universal recognition of the sacredness of the dignity of the human personality, regardless of race, color, national origin or ancestry, in relation to the movement of school integration in the State of Louisiana.

We believe that history will confirm and support your position for the right of every child to have equal opportunity for education as an expression of the basic principle of the universality of the unity of the human family. Denial of right of equal opportunity to educational facilities constitutes a rejection of the Christian doctrine of the Fatherhood of God, the Redeemership of Christ and the Brotherhood of Man.

We, thus, rally to your noble and sound religious attitude with deep humility and faith in the ultimate triumph of the cause of righteousness, justice and Christian charity.

Respectfully,

A. Philip Randolph

Copy to
George Hunton
Catholic Interracial
Council

AMERICAN FEDERATION OF LABOR AND CONGRESS OF INDUSTRIAL ORGANIZATIONS

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815 SIXTEENTH STREET, N.W.
WASHINGTON 6, D.C. NATIONAL 8-3870

August 13, 1962

Mr. A. Philip Randolph, President
Brotherhood of Sleeping Car Porters
Room 301, 217 West 125th Street
New York, New York

Dear Sir and Brother:

President Kennedy's historic Executive Order No. 10925, establishing the unified, revitalized and greatly strengthened President's Committee on Equal Employment Opportunity, marked the beginning of a vigorous drive against discrimination, because of race, creed, color or national origin, in Federal employment and in all employment under Federal government contracts.

We have been advised that the President's Committee will propose to each of our National and International Unions that it sign, jointly with the President's Committee, a statement setting forth specific steps to be taken toward the attainment of their common objective of nondiscrimination.

The AFL-CIO Civil Rights Committee has been working in close cooperation with the President's Committee in the development of a concerted drive against discrimination and for the widest acceptance of fair practices.

You will no doubt hear from the President's Committee at an early date and will receive from the Committee, for your consideration, a draft it has developed of a proposed joint statement.

I am writing to you to strongly recommend that your organization jointly sign, with the President's Committee, a statement designed to give effect to the civil rights policy and program set forth in the Policy Resolution on Civil Rights adopted in December 1961 by the Fourth Constitutional Convention of the AFL-CIO.

A copy of this 1961 AFL-CIO Resolution on Civil Rights is enclosed for your reference.

With many thanks for your cooperation and service in this vital field, I am

Sincerely and fraternally,

George Meany
President

RECEIVED
AUG 15 1962
OFFICE [illegible]

October 3, 1962

Mr. George Meany, President
American Federation of Labor and
Congress of Industrial Organizations
815 Sixteenth Street, N. W.
Washington 6, D. C.

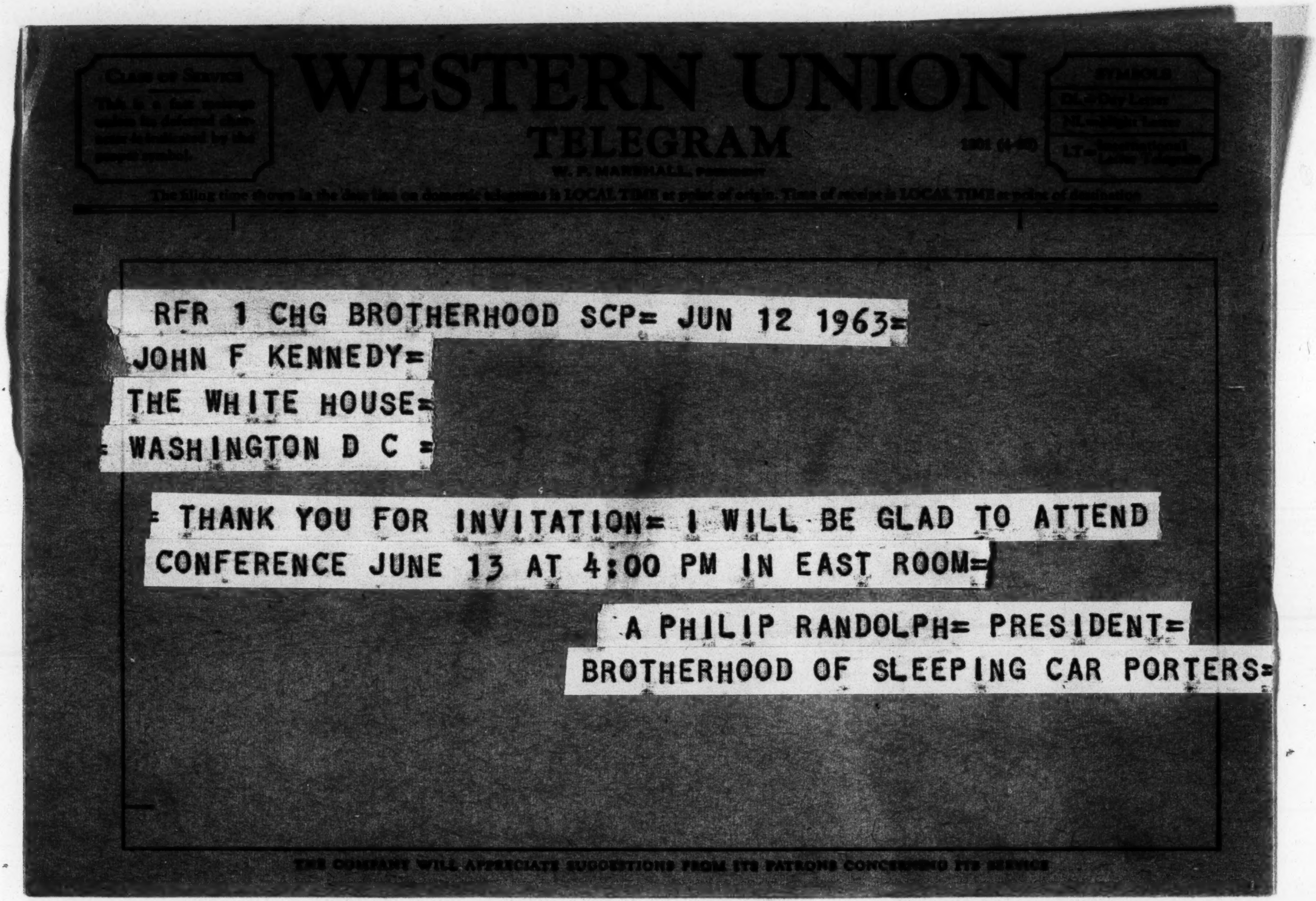
Dear Sir and Brother:

Please pardon my delay in replying to your letter of August 13. It was due to my traveling around the country visiting our local divisions, and my attendance in Canada at our Brotherhood's convention at which Secretary-Treasurer Schnitzler made an informative and stirring address.

May I say that in accordance with your letter, the Brotherhood of Sleeping Car Porters will be glad to jointly sign, with the President's Committee on Equal Employment Opportunity, statement designed to give effect to the civil rights policy and program set forth in the Policy Resolution on Civil Rights adopted in December 1961 by the Fourth Constitutional Convention of the AFL-CIO.

Fraternally yours,

A. Philip Randolph
International President



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This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201 (4-60)

SYMBOLS
DL=Day Letter
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The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

RFR 1 CHG BROTHERHOOD SCP= JUN 12 1963=
JOHN F KENNEDY=
THE WHITE HOUSE=
= WASHINGTON D C =

= THANK YOU FOR INVITATION= I WILL BE GLAD TO ATTEND CONFERENCE JUNE 13 AT 4:00 PM IN EAST ROOM=

A PHILIP RANDOLPH= PRESIDENT=
BROTHERHOOD OF SLEEPING CAR PORTERS=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

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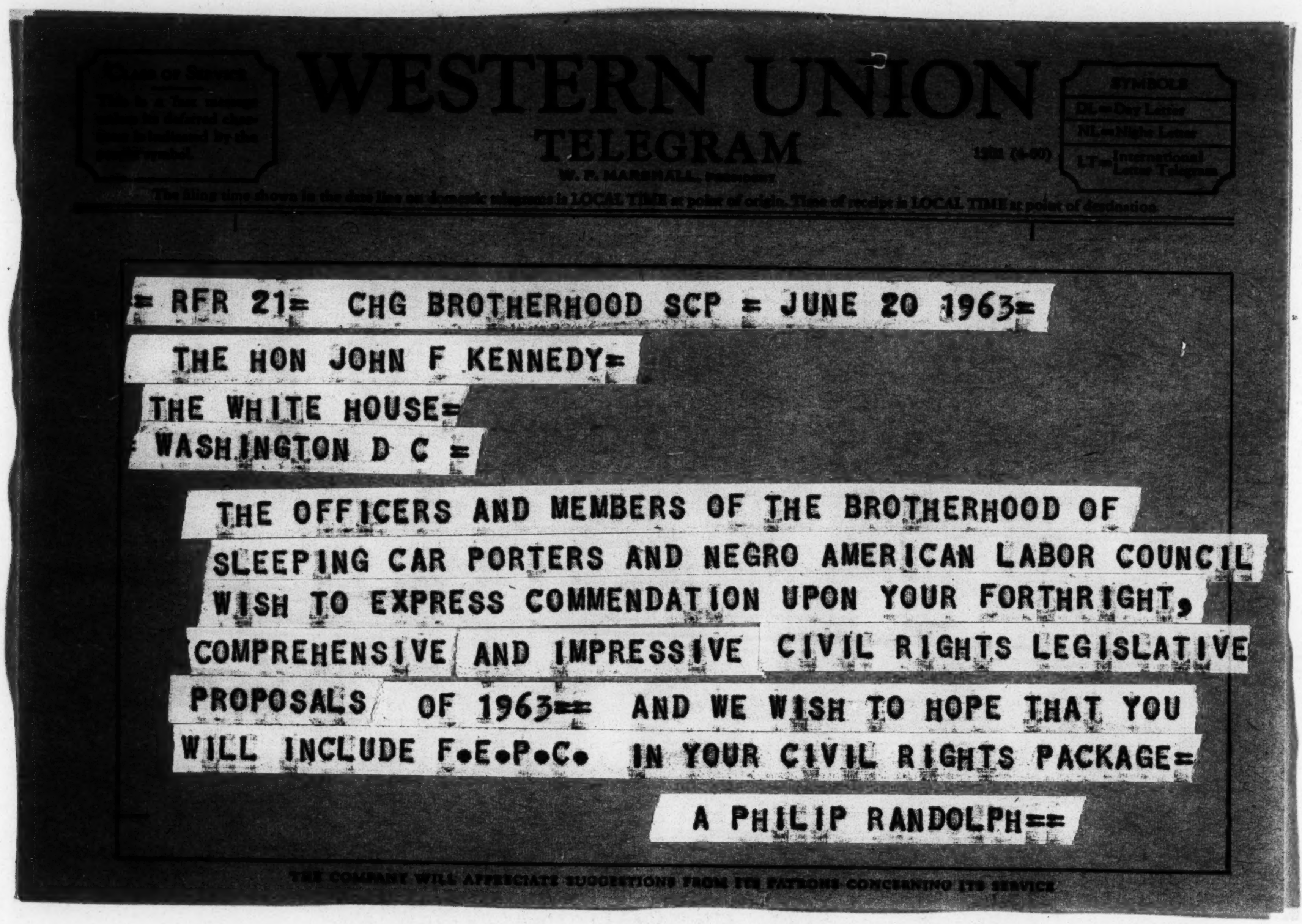
RFR 1 CHG BROTHERHOOD SCP= JUNE 20 1963=
KENNETH O'DONNELL=
THE WHITE HOUSE= WASHINGTON D C :

= REURTEL I WILL BE GLAD TO ATTEND CONFERENCE SATURDAY, JUNE 22 AT TEN THIRTY AM=

A PHILIP RANDOLPH= PRESIDENT=
BROTHERHOOD SLEEPING CAR PORTERS=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE



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W. P. MARSHALL, PRESIDENT

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= RFR 21= CHG BROTHERHOOD SCP = JUNE 20 1963=

THE HON JOHN F KENNEDY=
THE WHITE HOUSE=
WASHINGTON D C =

THE OFFICERS AND MEMBERS OF THE BROTHERHOOD OF SLEEPING CAR PORTERS AND NEGRO AMERICAN LABOR COUNCIL WISH TO EXPRESS COMMENDATION UPON YOUR FORTHRIGHT, COMPREHENSIVE AND IMPRESSIVE CIVIL RIGHTS LEGISLATIVE PROPOSALS OF 1963== AND WE WISH TO HOPE THAT YOU WILL INCLUDE F.E.P.C. IN YOUR CIVIL RIGHTS PACKAGE=

A PHILIP RANDOLPH==

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

A. PHILIP RANDOLPH
International President

MILTON P. WEBSTER
1st International Vice-President
3947 Drexel Boulevard
Chicago 53, Illinois

BENNIE SMITH
2nd International Vice-President
1308 Broadway, Room 305
Detroit 26, Michigan

BROTHERHOOD of SLEEPING CAR PORTERS

Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

217 WEST 125th STREET - Room 301
NEW YORK, N.Y. 10027
MOnument 2-5080 - 1

WILLIAM H. BOWE
Acting International Secy.-Treas.

C. L. DELLUMS
3rd International Vice-President
1716 Seventh Avenue
Oakland 20, California

T. D. McNEAL
4th International Vice-President
2906a North Union Boulevard
St. Louis 15, Missouri

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York 27, N.Y.

C
O
P
Y

March 18, 1964

Commissioner Michael J. Murphy
New York City Police Department
240 Centre Street
New York 13, N. Y.

Dear Commissioner Murphy:

I was distressed to note in the press of Monday, March 16, your statement to the effect that Jesse Gray, Malcolm X and Herbert Callendar were irresponsible leaders of the civil rights movement.

Without agreeing with all of the pronouncements these leaders may make from time to time, I can personally assure you that they have demonstrated dedication and responsibility in the struggle for Negro rights.

In the field of housing, Jesse Gray is doing a basically constructive job, not only in behalf of Negroes and Puerto Ricans trapped in slums but for the well-being of New York City as a whole.

Sincerely yours,

A. Philip Randolph
International President

cc: New York Times
New York Post
N. Y. Herald Tribune
N. Y. World Telegram and Sun
New York Journal American
New York Daily News

55 W 42 St June 11, 1964

Mr. Isaiah Minkoff Executive
Vice-Chairman
National Community Relations
Advisory Council – New York, N.Y.

My dear Friend Isaiah,

Permit me, in the name of the officers and members of the Brotherhood of Sleeping Car Porters and the Negro American Labor Council, to hail and salute you upon your constructive and creative life and work in the cause of human rights.

Long before the Civil Rights Revolution, ~~which your commitment to racial and social justice, helped to develop~~, moved into the streets in 1963, with demonstrations for jobs and freedom, you, together with a group of Negro and white liberals, in the 1940's were ~~waging a war for against bias and bigotry~~ – ~~attempting~~ working to ~~one~~ mobilize public opinion for ~~a~~ federal fair employment practice legislation which helped to clear the way for the (over) way for the notable victory for Civil Rights in the Senate, June 10, 1964.

My life has been greatly enriched by my association with you over ~~the~~ well-nigh a quarter of a century.

Good luck. Keep well. We need you in the battles for racial and social justice for the years ahead.

With cordial good wishes to ~~Sincerely~~
you and your dear family,

Sincerely and fraternally,

A. Philip Randolph

June 15, 1964

Mr. Isaiah Minkoff, Executive Vice-Chairman
National Community Relations Advisory Council
55 West 42nd Street
New York, N. Y.

My dear friend Isaiah;

Permit me, in the name of the officers and members of the Brotherhood of Sleeping Car Porters and the Negro American Labor Council, to hail and salute you upon your constructive and creative life and work in the cause of human rights.

Long before the Civil Rights Revolution moved into the streets in 1963 with demonstrations for jobs and freedom, you, together with a group of Negro and white liberals, in the 1940's, were working to mobilize public opinion for federal fair employment practice legislation which helped to clear the way for the notable victory for civil rights in the Senate, June 10, 1964.

My life has been greatly enriched by my association with you over well-nigh a quarter of a century.

Good luck. Keep well. We need you in the battles for racial and social justice in the years ahead.

With cordial good wishes to you and your dear family.

Sincerely and fraternally,

International President

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

SYMBOLS
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November 17, 1964

MR ARTHUR R BLANCHETTE =
= INTERNATIONAL FIELD REPRESENTATIVE =
DOMINION OF CANADA = BROTHERHOOD OF SLEEPING CAR PORTERS
= 517 CASTLE BUILDING = 1410 STANLEY = MONTREAL QUEBEC

IN ACCORDANCE WITH THE POLICY AND PRACTICE OF THE BROTHERHOOD OF SLEEPING CAR PORTERS, INTERNATIONAL VICE PRESIDENTS AND ZONE SUPERVISORS ARE HEREWITH ORDERED TO ADVISE THEIR LOCAL DIVISIONS THAT NO MEMBER OF THIS BROTHERHOOD SHOULD CROSS THE PICKET LINE IF THE SIX RAILROAD UNIONS GO OUT ON STRIKE MONDAY NOVEMBER 23 1964. = A PHILIP RANDOLPH =
INTERNATIONAL PRESIDENT .

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE

This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION

TELEGRAM

W. P. MARSHALL, PRESIDENT

1201 (4-60)

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MR MILTON P WEBSTER ==
1ST INTERNATIONAL VICE PRESIDENT =
BROTHERHOOD OF SLEEPING CAR PORTERS =
3947 =59 DREXEL BOULEVARD =
CHICAGO ILLINOIS =

BENNIE SMITH = 2ND INTERNATIONAL VICE PRESIDENT =
BROTHERHOOD OF SLEEPING CAR PORTERS =
1308 BROADWAY = ROOM 305 =
DETROIT MICHIGAN =

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

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WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201 (4-60)

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

November 12, 1964

MR C L DELLUMS =
3RD INTERNATIONAL VICE PRESIDENT
= BROTHERHOOD OF SLEEPING CAR PORTERS
= 1716 SEVENTH STREET =
OAKLAND CALIFORNIA =

MR T D MCNEAL = 4TH
INTERNATIONAL VICE PRESIDENT
= BROTHERHOOD OF SLEEPING CAR PORTERS =
= 2906A NORTH UNION BOULEVARD =
ST LOUIS MISSOURI =

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201 (4-60)

SYMBOLS
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November 17, 1964

Telegrams also to:

Brother William H. Bowe

and

Brother B. F. McLaurin

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE
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WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201 (4-60)

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1965 MAR 29 PM 2 52

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination

=GPA077 (01)NB210

=M ~~CFY115~~CCZ4 PD 25 EXTRA CHICAGO ILL 29 NFT =

A PHILLIP RANDOLPH =
217 WEST 125 ST NYK =

YOU ARE ADVISED THAT A STRIKE OF PULLMAN COMPANY EMPLOYES =REPRESENTED BY THE ORGANIZATIONS OPERATING THROUGH THE RAILWAY =EMPLOYES' DEPARTMENT, AFL-CIO, HAS BEEN AUTHORIZED BY THE =EXECUTIVE COUNCIL MEMBERS AND PRESIDENT OF THE DEPARTMENT BEGINNING =AT 6:00 AM LOCAL TIME WEDNESDAY, MARCH 31, 1965, UNLESS =A SATISFACTORY SETTLEMENT IS REACHED PRIOR TO THAT TIME =

MICHAEL FOX PRESIDENT RAILWAY EMPLOYES DEPARTMENT AFL-CIO =AND EXECUTIVE COUNCIL MEMBERS, J W RAMSEY,

SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE
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WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201 (4-60)

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RUSSELL K BERG, J W OBRIEN, THOS RAMSEY,
A J BERNHARDT AND ANTHONY MATZ. [illegible]

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE
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WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

SF-1201 (4-60)

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NB021 (30)(3)PA022
CTA010 CT CCH029 CCZ2 OCZ2 NL PD CHICAGO ILL 29

1965 MAR 30 AM 12 38

A PHILIP RANDOLPH
217 WEST 125 ST NYK OP

IN RESPONSE TO REQUEST FROM NATIONAL MEDIATION BOARD FOR ADDITIONAL TIME TO WORK OUT SETTLEMENT OF JOB PROTECTION DISPUTE GROWING OUT OF NOTICE OF OCTOBER 15, 1962, STRIKE ON PULLMAN COMPANY SET FOR 6:00 A.M. MARCH 31, 1965, IS TEMPORARILY POSTPONED. PLEASE NOTIFY ALL CONCERNED

MICHAEL FOX PRESIDENT, RAILWAY EMPLOYES'S DEPARTMENT AFL-CIO AND EXECUTIVE COUNCIL MEMBERS J W RAMSEY, RUSSELL K BERG, J W O'BRIEN, THOS. RAMSEY, A J BERNHARDT AND ANTHONY MATZ.

WESTERN UNION TELEGRAM

HBP 001 PD BROTHERHOOD SCP NEW YORK SEPT 7 65

[illegible] SECRETARY

THE SOCIAL SECRETARY
THE WHITE HOUSE
WASHINGTON D C

KEENLY REGRET THAT ON ACCOUNT OF CONVENTION OF BROTHERHOOD OF SLEEPING CAR PORTERS IN CHICAGO, SEPTEMBER 13 THROUGH SEPTEMBER 17 I WILL BE UNABLE TO ATTEND DINNER AT WHITE HOUSE SEPTEMBER 16.

A PHILIP RANDOLPH, PRESIDENT
BROTHERHOOD OF SLEEPING CAR PORTERS

WESTERN UNION
TELEGRAM

WESTERN UNION
TELEGRAM

N UNION
GRAM

MBP ZPPW XXXX

MBP 002 PD BROTHERHOOD SCP NEW YORK SEPT 7 65

THE PRESIDENT
THE WHITE HOUSE
WASHINGTON D C

WE ARE ALL HIGHLY APPRECIATIVE OF THE WONDERFUL VICTORY YOU ACHIEVED IN WINNING HOUSE VOTES FOR HOME RULE FOR WASHINGTON, D C

A PHILIP RANDOLPH

WESTERN UNION TELEGRAM

HBP 001 PD BROTHERHOOD SCP NEW YORK OCT 6 65

THE PRESIDENT
THE WHITE HOUSE
WASHINGTON D C

IN THE NAME OF THE OFFICERS AND MEMBERS OF THE BROTHERHOOD OF SLEEPING CAR PORTERS AND THE NEGRO AMERICAN LABOR COUNCIL I WISH TO EXPRESS OUR GREAT DISTRESS AT THE NEWS OF YOUR ILLNESS AND OUR WISH FOR YOUR SPEEDY RECOVERY.

A PHILIP RANDOLPH

NATIONAL CAMPAIGN FOR AGRICULTURAL DEMOCRACY

REV. EUGENE L. BOUTILIER
WASHINGTON, D.C., DIRECTOR
ROOM 201
110 MARYLAND AVENUE, N.E.
WASHINGTON, D.C. 20002
TELEPHONE (202) 547-4702

REV. JACK H. ALFORD
FIELD DIRECTOR
1800 JACKSON STREET
GOLDEN, COLORADO, 80401
TELEPHONE (303) 279-4207

ROOM 203
3329 POPLAR AVENUE
MEMPHIS, TENNESSEE 38111
TELEPHONE (901) 324-6378

April 12, 1967

Mr. A. Philip Randolph, President
Brotherhood of Sleeping Car Porters
Room 301
217 West 125th Street
New York, New York 10027

Dear President Randolph:

A nationwide coalition of religious, labor, social action, and anti-poverty organizations is being formed to help farm workers win collective bargaining rights under the National Labor Relations Act.

This coalition--the National Campaign for Agricultural Democracy--is determined to help these exploited workers secure the same federal rights won by others more than 30 years ago.

With the help of a substantial financial contribution from the AFL-CIO, the coalition already has established an office on Capitol Hill, hired a Washington director, established a roving field director for grass-roots motivation, and is working with appropriate Congressional committees to obtain field hearings in support of the required legislation.

I am sure that I do not have to remind you of the need for farm worker coverage under the NLRA. The struggles and victories of the United Farm Workers Organizing Committee, AFL-CIO, in Delano have been reported fully in the AFL-CIO News and in most international union publications. The continuing strikes in California and in the Rio Grande Valley of Texas serve as clear evidence of the need to replace jungle law with an orderly procedure for choosing a collective bargaining agent.

As the AFL-CIO Executive Council statement of February 25, 1967, declared:

> "...Agricultural workers--who for so long have been unable to fight effectively against economic oppression--should now be safeguarded by federal law in their right to organize and to bargain collectively, as are other workers. Their exclusion from the protection afforded by the National Labor Relations Act must now be ended.

RECEIVED
APR 13 1967
OFFICE OF THE PRESIDENT

April 12, 1967

> "The AFL-CIO will not be content until these fellow Americans enjoy the same opportunities to better their lives as are available to other working people. We are determined to help them achieve the same legislative safeguards and the same access to the benefits of collective bargaining now enjoyed by other American workers."

The National Campaign for Agricultural Democracy is not undertaking this legislative effort with the false notion that the moral justice of our position will lead to an easy victory. We know that the political and economic power of agribusiness, the Farm Bureau, ultra-conservatives, and the anti-labor forces all will be against us. But, we also know that the fight must be won.

And to win, we need your help. Many of the religious and social action groups are making financial and "in kind" contributions. We hope that your union can make a financial contribution that will help us meet our carefully planned budget.

Any contribution from your union will be greatly appreciated by our coalition as well as by the otherwise forgotten farm workers struggling for their share of economic justice.

Checks should be made payable to: National Campaign for Agricultural Democracy and sent to Luther Tyson, Treasurer, 110 Maryland Avenue, Northeast, Washington, D.C. 20002.

We are preparing a list of organizations which are participating in the coalition. Do you wish the name of your union to be included in the complete listing? For brevity, there will be occasions when only the Federation and the Industrial Union Department will be listed to represent the unions and only the National Council of Churches and the Bishops' Committee for the Spanish Speaking to represent the churches. On other occasions we will want to make a full listing of all participating organizations.

If you have any questions, please write or telephone me at: 1300 South Wabash Avenue, Chicago, Illinois, 60605, Area Code 312-327-5443 or contact my staff director in Washington, Rev. Eugene L. Boutilier, as indicated on this letterhead.

Cordially yours,

William Quinn

VERY REV. MSGR. WILLIAM QUINN
Chairman Steering Committee

opeiu-2

April 14, 1967

Very Rev. Msgr. William Quinn
Chairman Steering Committee
National Campaign For Agricultural Democracy
1300 South Wabash Avenue
Chicago, Illinois 60605

Dear Msgr. Quinn:

Just a word to thank you for your letter of April 12th concerning campaigning for Agricultural Democracy. The Brotherhood of Sleeping Car Porters will be glad to participate in this important movement.

I will bring it to the attention of our International Executive Board which meets the early part of May.

Success in your important fight for Social Justice for Agricultural Workers.

Sincerely yours,

A. Philip Randolph
International President

APR:mr

WESTERN UNION

SENDING BLANK JUNE 19, 1968

CALL LETTERS FCL. FAST CHARGE TO BROTHERHOOD OF SLEEPING CAR PORTERS

REV. RALPH D. ABERNATHY
POOR PEOPLES MARCH
WASHINGTON, D.C.

IN THE NAME OF THE BROTHERHOOD OF SLEEPING CAR PORTERS I HAIL AND SALUTE YOU AND YOUR CO-WORKERS, TOGETHER WITH THE RANK AND FILE THOUSANDS OF AMERICANS, BLACK AND WHITE, PUERTO RICAN - MEXICAN - AMERICAN INDIAN - CATHOLIC - JEW - PROTESTANT, LABOR, BUSINESS AND LIBERAL IN THE CHALLENGING POOR PEOPLES MARCH ON WASHINGTON TO ABOLISH POVERTY AND RACISM IN AMERICA CONCEIVED BY OUR GREAT LEADER DR. MARTIN LUTHER KING NOW PASSED WHOSE MANTLE OF LEADERSHIP YOU NOBLY AND ABLY BEAR. FORWARD TO VICTORY.

A. PHILIP RANDOLPH

Send the above message, subject to the terms on back hereof, which are hereby agreed to

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD
1269—(R 4-55)

Telegram

Rev. Ralph D. Abernathy—
Poor Peoples March
Washington, D.C.

fil

In the name of the Brotherhood of Sleeping Car Porters I hail and salute you and your coworkers, together with the rank and file thousands of Americans, black and white, Puerto-Rican-Mexican-American, Indian, Catholic-Jew-Protestant, labor, business and liberal in the challenging ~~Peoples March~~ Poor Peoples March on Washington to abolish poverty and Racism in America conceived by our great leader Dr. Martin Luther King now passed whose mantle of leadership you nobly and ably bear. Forward to victory.

A Philip Randolph

1722 Hobart Street, N.W.
Washington, D.C. 20009
23 May 1974

Mr. A. Philip Randolph
260 Park Avenue South
New York, N.Y. 10016

Dear Mr. Randolph,

I am writing to you in behalf of Mrs. Rosina Carrothers Tucker, whom I trust you know well. I am currently assisting her in preparing her autobiography. She would like you, if possible, to supply a written statement or two about her work with the Brotherhood of Sleeping-Car Porters and about her association with you.

I trust I am not imposing upon you.

Respectfully yours,

C Bernard Ruffin III

June 24, 1974

Mr. C. Bernard Ruffin III
1722 Hobart Street, N. W.
Washington, D. C. 20009

Dear Mr. Ruffin:

This will acknowledge and thank you for your letter concerning Mrs. Rosina C. Tucker, who is writing her autobiography.

Mrs. Tucker has been associated with the Brotherhood of Sleeping Car Porters for many years and I am happy to say that she made a substantial, effective and constructive contribution to the Brotherhood in general, and the Ladies Auxiliary in particular.

As a matter of fact, Mrs. Tucker could have served as the president of a local division of the Brotherhood for she was as competent as any of the local presidents of the Union. Of course, she did become International Secretary-Treasurer of the Ladies Auxiliary of the Brotherhood and she and Mrs. Halena Wilson, the International President, made an effective team in carrying on the business of the Auxiliary.

Mrs. Tucker had not only unusual ability as an official of the Ladies Auxiliary but was also an able and effective public speaker. She is distinguished for an impressive personality and a brilliant mind.

Please extend my best wishes to Sister Tucker.

Sincerely,

A. Philip Randolph

1722 Hobart Street, N.W.
Washington, D.C. 20009
5 July 1974

Mr. A. Philip Randolph
260 Park Avenue South
New York, N.Y. 10010

Dear Mr. Randolph,

Mrs. Tucker and I want to thank you very much for your kind letter.

Is it possible for us to reproduce this in her book? Do we have your permission?

Very Sincerely Yours,

C. Bernard Ruffin III

THE FOLLOWING DOCUMENT IS A PHOTOCOPY.

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THE LIBRARY OF CONGRESS

A. PHILIP RANDOLPH
260 PARK AVENUE SOUTH
NEW YORK, N. Y. 10010

July 19, 1974

Mr. George Meany, President
American Federation of Labor and
 Congress of Industrial Organizations
815 Sixteenth Street, N. W.
Washington, D. C. 20006

Dear Brother Meany:

This letter is supplementary to my conference with you at the last meeting of the Executive Council in Washington, D. C. at which time I expressed my desire to retire as a member of the Council, with the request that you appoint Brother C. L. Dellums, International President of the Brotherhood of Sleeping Car Porters, to succeed me as a member of the Council

I am compelled to take this action because of illness which renders it impossible for me to keep up regular attendance of the Council meetings.

May I request that this letter be considered as my formal resignation from the AFL-CIO Executive Council, effective at the forthcoming meeting in Chicago, August 5-6.

May I also request that you give favorable consideration to my desire that Brother Dellums be appointed by you to succeed me as a member of the Executive Council.

With cordial good wishes for your continued good health and constructive leadership of our great labor movement, the American Federation of Labor and Congress of Industrial Organizations, I am

Fraternally yours,

A. Philip Randolph

5324 Truman Avenue
Alexandria, Va. 22304
July 29, 1974

Mr. A. Philip Randolph
260 Park Avenue South
New York City, N.Y. 10016

Dear Mr. Randolph,

Please forgive me for not writing sooner to thank you for the kind letter about Mrs. Tucker. I was called to a church in Alexandria and have been in the process of moving. Mrs. Tucker really appreciates the letter you wrote. Would we have the permission to reproduce it in her book when it is published? Also, could you, sir, recommend a publisher for the autobiography when it is ready? Also, one final question! are there any particular incidents or events that you would urge Mrs. Tucker to recall in the account that she is compiling?

Please excuse this typing. I am not used to the typewriter in this office. Nor, do I suppose, am I the world's best typist.

Respectfully yours,

C Bernard Ruffin III

① [illegible]
② [illegible]
③ [illegible]

[illegible] File copy

THE PULLMAN COMPANY

165 NORTH CANAL STREET • CHICAGO, ILLINOIS 60606

AREA CODE 312 . ANDOVER 3-7500

FRED J. BOECKELMAN
PRESIDENT

MARTIN J. ROCK
VICE PRESIDENT
AND GENERAL COUNSEL

M. V. HENNESSY
COMPTROLLER

H. E. HLAVATY
SECRETARY AND TREASURER

July 30, 1974

Mr. A. Philip Randolph
280 Ninth Avenue at 26th Street - Apt. 5-B,
New York, New York 10010

Dear Mr. Randolph:

I hope this letter finds you in good health.

I am writing to ascertain if you recall a conversation I had with you in September 1955 when you were in Chicago for the Brotherhood's annual convention.

At that time you brought to my office a newspaper article from, I believe, a Montreal newspaper indicating that Canadian Pacific were promoting porters to conductors. You asked whether The Pullman Company would consider similar action.

I informed you that we had Pullman conductors on furlough at most of our districts at that time who would have to be recalled first, but we would consider promoting porters to conductors as soon as the furlough list of conductors was exhausted at a particular point.

Later in December, 1966, we reached the point where we had to employ additional conductors at some of our Western Districts, such as, Portland, Seattle and Salt Lake City, and I wrote to you and we agreed on the necessary protection of the seniority rights of porters promoted to conductors.

If you recall our September 1955 conversation, we would like to come to New York to take your deposition for use in a lawsuit filed by the Equal Employment Opportunity Commission. This is the Porter E. A. Love case in Denver where Love is contending porters-in-charge should have been paid the conductors' rate of pay.

Please let me know, at your earliest convenience, of your recollection of our September 1955 conversation. We could take your deposition, if it proves necessary, in New York or Chicago, whichever would be most convenient for you.

With best personal regards,

Sincerely,

Fred J Boeckelman

August 2, 1974

Mr. C. Bernard Ruffin,III
5324 Truman Avenue
Alexandria, Virginia 22304

Dear Mr. Ruffin:

Of course you may reproduce my letter to Mrs. Tucker.

I am sorry I can't help you concerning your other questions. I am unable to recommend a publisher and I don't recall any particular incidents or events to suggest to Mrs. Tucker.

Sincerely yours,

A. Philip Randolph

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THE LIBRARY OF CONGRESS

A. PHILIP RANDOLPH
260 Park Avenue South
New York, N. Y. 10010

August 28, 1974

Mr. F. J. Boeckelman, President
The Pullman Company
165 North Canal Street
Chicago, Illinois 60606

Dear Mr. Boeckelman:

This will acknowledge receipt of your letter of July 30, 1974 referring to a conversation with you in your office in Chicago, September 1955, concerning the promotion of Pullman porters to Pullman conductors.

May I say that I do not recall visiting your office in Chicago at the time you indicate, and I do not recall any discussion of the question of promoting Pullman porters to the job of Pullman conductors. In fact, it was my policy never to enter into a conference with Pullman Company officials on any question affecting Pullman porters unless accompanied by some other international officers of the Brotherhood of Sleeping Car Porters.

I regret my delay in answering your letter, but it was due to the fact that my secretary was away on vacation.

Sincerely,

A. Philip Randolph

2181 Madison Avenue - Apt 5G
New york, New york 10037
May 19, 1975

Mr A. P. Randolph
A. P. Randolph Institute
260 Park Avenue South

Mr Randolph,

Would you please give your immediate attention to this urgent communication. My uncle, Mr A Baldridge who was affliated with the Pullman Porter's Auxillary and employed as a Pullman Porter prior to his retirement is ill. You at one time was a guest in his hime at a tea, honoring you. Would you please send him a personal nite? It would make him elated with pride to have a written communication from you. Please mention that his neice, Ona Myers Carey still admires him as a (Prince) thank you, I am

Sincerely,

Ona Myers Carey

May 28, 1975

Mr. A. Baldridge
2181 Madison Avenue
New York, New York 10037

Dear Brother Baldridge:

Just a word of remembrance and the hope that your health is steadily improving.

May I say that I had the pleasure of receiving a letter from your devoted niece, Mrs. Ona Myers Carey, informing me of your ill health. I have not been in the best of health myself, but I am doing my best to carry on.

It is my sincere hope that you will be able to overcome your illness and regain your health.

With my very best wishes, I am

Fraternally yours,

A. Philip Randolph

July 25, 1975

Mr. C. M. Lester, Sec. Treas.
New Orleans Division, BSCP
1558 Senate Street
New Orleans, Louisiana 70122

Dear Brother Lester:

I want to thank you for your letter of July 7 commenting on the Brotherhood of Sleeping Car Porters and its future.

I have no doubt about the fact that the Brotherhood will continue to grow and develop under the able and honest leadership of Brother Dellums with the cooperation of Brother Seymour, and I am glad to note your interest in supporting Brother Dellums and Brother Seymour for the two major offices for the direction of the Brotherhood.

In your letter you express your opinion concerning the idea of the Brotherhood merging with another union, indicating your opposition to same. May I observe that I am in complete agreement with your position of the Brotherhood maintaining its independent status. The Brotherhood of Sleeping Car Porters is one of the great unions in the labor movement of America, and it would be a great setback to the spirit of black workers for the Brotherhood to lose its identity in a merger with another union, regardless of its status.

If my health permits, I shall make every effort to attend the convention in Chicago.

With cordial good wishes, I am

Fraternally yours,

A. Philip Randolph

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NEW YORK, N. Y. 10010

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New Orleans Division, BSCP
1558 Senate Street
New Orleans, Louisiana 70122

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If my health permits, I shall make every effort to attend the convention in Chicago.

With cordial good wishes, I am

Fraternally yours,

A. Philip Randolph

A. Philip Randolph

CONTRA COSTA COUNTY CHAPTER
A. Philip Randolph Institute
Post Office Box 4790
Walnut Creek, California 94596

August 17, 1975

Mr. A. Philip Randolph
The A. Philip Randolph Institute
260 Park Avenue South
New York City, New York 10010

4 20

Dear Mr. Randolph:

At our latest Chapter meeting we were pleased to learn that you have made plans, however tentative, to attend the National AFL-CIO Convention in San Francisco, California, in early October.

It was suggested and agreed upon that our Chapter plan and host a fund-rasing cocktail party on Thursday evening, October 2, 1975, in honor of Mr. C.L. Dellums. As you are probably aware, Mr. Dellums is from Richmond, California. We feel that your presence at this affair will greatly enhance our tribute to one of the country's greatest labor leaders.

We therefore cordially invite you to attend our cocktail party and join with us and others in honoring Mr. Dellums. We plan to have some two hundred people in attendance. We await your reply and hope that you will plan to attend this affair.

With great respect and sincerity,

Jeryl Saulter

Jeryl Saulter, Corresponding Secretary, The Randolph Institute of Contra Costa County

September 5, 1975

Mr. Jeryl Saulter
Corresponding Secretary
Contra Costa County Chapter
A. Philip Randolph Institute
Post Office Box 4790
Walnut Creek, California 94596

Dear Mr. Saulter:

I want to acknowledge and thank you for your letter of August 17 concerning the plan of the Contra Costa County Chapter to host a cocktail party in honor of Brother C. L. Dellums, International President of the Brotherhood of Sleeping Car Porters.

May I say that I will be very pleased to attend the party honoring my good friend and brother, C. L. Dellums.

Fraternally yours,

A. Philip Randolph